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THE CANADA LUMBERMAN.

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THE CANADA LUMBERMAN

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THE CANADA LUMBERMAN is published in the interest of the lumber trade and of allied industries throughout the Dominion being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion of them by others.

Especial pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world so as to afford to the trade in Canada information upon which it can rely in its operations.

Special correspondents in localities of importance present accurate report not only of prices and the condition of the market but, also of other matters specially interesting to our readers. But correspondence is not only welcome but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way effecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the truth. Any items of interest are particularly requested for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN with its special class of readers is not only an exceptionally good medium for securing publicity but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements which will be inserted in a conspicious position at the uniform price of ten cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for three successive issues or longer.

Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade or specially interested in it, who should not be on our list thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

THE failure of the attempt of the two great railways of Canada to come to an amicable mutual understanding not to fight one another will hardly cause regret among the lumbermen. The want of success of the attempts of the officials of the respective roads to arrive at such an arrangement, and of the efforts of the shareholders to urge upon them the adoption of such an agreement, will give a check to the possible formation of a huge monopoly. A little fair competition is not a bad thing, and railways which must from their very circumstances be always somewhat of the nature of a monopoly, want this wholesome stimulus to make them value custom and exert themselves to serve their customers. In some respects the lumbermen have too often just grounds for complaint against the railway companies. With one great railway monopoly the situation would be still worse.

FROM recent advices from Vancouver we learn that the lumber trade is being rigorously pushed in that quarter, two new mills having been erected during the summer and arrangements having been made for the construction of others. The local demand in British Columbia is rapidly increasing as the towns grow, and lumber is also being shipped by rail to the prairies of the Northwest Territories. A little lumber has been shipped to China, but Australia is the chief foreign market, with which there is a considerable and growing trade that promises to be still more largely developed in the near future as commercial relations and intercourse of all kinds are facilitated. Ontario and Quebec men who have extended their operations to the Pacific coast are said to be well satisfied, so it is expected that their example will be followed by others.

PRESIDENT W. B. McMURRICH and his directors have had an interview with Attorney-General Mowat and other members of the cabinet, regarding the proposed railway to James Bay. As the proposed new line is of particular interest to the lumber trade, a few words regarding it in these columns will not be out of place. The traffic of the Upper Ottawa has hitherto gone the way of Montreal and Quebec, but should the James Bay line be constructed, a strong competition would be brought about. Many prominent Ottawa lumbermen and merchants say that their supplies would be sent over the new line, as being the most expeditious and least expensive. Lumber merchants have hitherto taken their mills to the limits and sent cut lumber direct to the frontier. If this road were built it is probable that they would establish mills on Lake Temiscaming. Last year's cut from Pembroke to Sudbury, north of the C. P. R., was 750,000,000 feet, two-thirds of which was transferred by rail over the C. P. R. to whatever lines ran southward. There seems no doubt but that there are large stretches of red and white pine in that northern country, as well as valuable hardwood, such as beech and maple.

AN action has been issued by Messrs. Cook Bros., timber merchants of Toronto, against Singleton, Dunn & Co., timber brokers and commission agents, Glasgow, Scotland, for the payment of $75,000. The defendants acted as agents for Cook Bros., in the sale of timber and wood goods. Between the years 1872 and 1875 several large consignments were made for sale on commission, and on each of these pursuers say there was a profit due to them. The savings on the various consignments amount together to the sum sued for. They claim that they have frequently asked the defendants to furnish them with an account in order to get a final settlement, but they declined to do so. The defence is that both parties had transactions with the late A. F. A. Knight, a timber merchant of Quebec, and as a result of such transactions there was due to the defendants in December, 1885, the amount of $63,270, at the time he became bankrupt, and that they could not recover the amount. The balance due by the defendants in respect of the consignment after deduction of expenses, was $28,740, and they claim that the plaintiffs acquiesced in the transference of Knight's account, and therefore they are barred from raising this action. The case is now being fought out in the courts.

THE Ontario mining commission has now suspended its operations for a time after having collected a great mass of valuable information in its peregrinations through the province. The result of their labors, when they have completed their investigations, will no doubt be embodied in an official report, which will be of great value to those interested in our mineral resources. The information published from time to time of the proceedings of this commission is of a nature to cause regret that the other proposed branch of this provincial stock taking was not also favored by the government. If it is advisable to know the extent and locality of your mineral property it is at least as important that a similar course should be adopted in regard to our forest wealth. The nature and locality of our remaining public forests and the approximate amount of the timber still left with other connected circumstances which would occur to the minds of such commissioners as have been enquiring into our mines, should be made public and the report would be of great utility. The officials would thus have a better knowledge of the property they have to administer, the lumbermen would have a valuable guide for them in their operations and the community at large would learn the truth as to the extent and probable duration of the forests as to which so many different opinions are heard. A forestry commission, something like the mining commission, would be would all it would cost.

HON. WM. MACDOUGALL, it is stated, is at present endeavoring to put a new phase on the question of the export duty on logs. This Hon. gentleman having had considerable to do with framing the British North America Act, of 1867, points out that section 124 of that Act appears to specially prohibit the levying of export duties on timber or lumber by any authority. After extending to the province of New Brunswick the special power (which has since been commuted) of collecting export dues on logs, the section referred to winds up by saying "But the lumber of any of the provinces other than New Brunswick shall not be subjected to any such dues." A New Brunswick paper in commenting on the above holds that it is impossible for the federal parliament to levy export duties on logs without subjecting the timber of the provinces to such duties—unless by special enactment relating to the territories which, generally speaking, have no timber to export. If the closing proviso of the 124th section of the B.N.A. act was inserted merely to prevent the legislatures of provinces other than New Brunswick from levying export duties on logs, it would appear wholly superfluous, because the legislature possess no such power. If the provinces generally had a right to levy export duties upon timber why was special provision made for granting such a right to the legislature of New Brunswick? Lumbermen will await the outcome of Mr. Macdougall's investigation with a great deal of interest.

"PERIL to the Lumber Industry" is the suggestive heading of a leading article in a recent issue of the *N. W. Lumberman*. Thes torm signal is flying, it says, and a crisis is approaching, that if not checked, will be brought about by producing beyond the requirements of the demand. In former years the manufacturers of white pine lumber had it all their own way. They had all the territory they desired to cover. They went west, south and east, and only in the latter direction, and then not till they were well toward the seaboard, did they meet with competition; then they came in contact with Maine and Canada lumber. During these years population in the western states was rapidly increasing, and in those states the demand for building material was large and constant. The territory so prolifically worked by the white pine men has gradually become smaller, and is growing smaller every day. Notwithstanding this the high water mark in the white pine states was reached in 1884, when the output was 7,935,033,054 feet. A year or two earlier than this, however, it was seen that the mills were running too fast, and an association was formed for the purpose of bringing about a curtailment of the log cut. The movement in great part was successful. In 1885 the cut of the mills dropped nearly 900,000,000 feet. The brakes were then removed. In 1886 the output increased about 400,000,000 feet. In 1887 it was 7,757,916,784 feet, and there is every indication at the present writing that the footing for 1888 will exceed those of the preceding year. There are unusually heavy stocks at many of the producing and distributing points, and the operators are as eager as of old for a big stock of logs. The result of such a condition as portrayed above cannot be satisfactory. The outlook is not bright. It is time that the wheels of many a mill were permitted to take a rest.

THE Ottawa river lumbermen have come to terms with the Inland Revenue Department with reference to the arrears of rent for the water power of the Chaudiere. The lumbermen agree to pay all arrears, about $59,000, on condition that their leases, which expire next year, are renewed for 21 years. This matter of arrears has been going on almost since the time when the Ottawa lumbermen settled at the Chaudiere, and although the yearly rental is but a small amount, the total for so many years has amounted to a good round sum. When the question of settlement was pressed the lumbermen were unwilling to pay up unless recouped for improvements put in by them years ago in order to enable them to utilize the water power. Then they offered to settle if given renewals of their leases for 99 years ; finally they decided to accept renewals for 21 years, and now it is understood they will pay the arrears, with a small deduction for improvements, which were necessary to bring the water power to some of the water lots.

WE have now in course of preparation the third annual Statistical Edition of the CANADA LUMBERMAN, five thousand copies of which will be issued February 1st, next, and circulated among the trade throughout Canada, the United States and Great Britain. Arrangements are being made by which every province in the Dominion will furnish a complete budget of news of interest to every man engaged in the lumber, woodworking and kindred branches of trade. The result of the past year's operations and the prospects for the coming season, will be fully set forth, while the list of technical contents will be unusually large and complete. We sincerely hope that every reader of THE LUMBERMAN will consider it a personal duty on their part to send in whatever items of information with which they may be familiar, either as regards their own operations, that of their neighbor, or any matters that would prove of interest to the trade in general. We beg to remind advertisers that during the months of February and March Canadian lumbermen are fitting up their mills for the season's trade ; discarding old machinery and putting in new ; and for this reason, at no other season of the year will an investment in advertising pay as well. For rates and other information we would direct attention to the advertisement on another page of this issue.

THE supplies for the shanties is a very important factor in a lumberman's operations and one of the most important articles is pork, so the recent interview with the Minister of Customs on this subject is of considerable interest. The pork-packers had already been to Ottawa asking that they should be given further protection by increased customs duties, so about the middle of the month a very influential deputation waited upon the Minister asking that the duties should remain as they were at least, even if they were not reduced. One strong point made by the speakers was that the "heavy mess pork," which was the grade chiefly used by the lumbermen, was not produced in sufficient quantities in Canada to supply the demand, and therefore the porposed protection was useless to the farmer, while adding to the cost of the lumberman's commissariat. Between the somewhat different interests of the farmer, the packer and the lumberman, the Minister seemed puzzled how to act and would not commit himself. From some of the questions he asked it may, however, be reasonably anticipated that he will move at least some way towards the views of the trade without being afraid of interfering with the farmers. While discussing this subject it was evident that the minds of the members of the deputation were busily engaged on another theme, for it kept coming to the surface. This was the question of the increase of the export duty on saw logs. There seemed to be no objection, but the contrary, to the change in itself, but some of the deputation feared that our neighbors might retaliate by raising their import duty on sawn lumber, while others stoutly maintained that they did not care if the duty of lumber were raised. There seemed to be a general agreement that the export of our pine logs must be stopped, and one gentlemen who had recently visited Michigan described how he had seen thousands of Canadian saw logs being converted into lumber on the Saginaw. Suggestions were made that the Provincial Government might stipulate in their leases that the logs must be sawn in Canada, when an export duty would become unnecessary. To show the weight of this deputation a journal calculates that its members represented an invested capital of twenty million dollars.

NO definite answer has yet been given by the Dominion Government to the application to them to put an export duty on elm logs. The case is similar to that of pine logs, the export duty on which has not only been maintained, but has been substantially raised by the Ottawa authorities in pursuance of their policy of preventing the exportation as logs, and forcing the manufacture and consequent employment of labor to be retained in Canada. The application of this sensible theory would demand an export duty on elm logs just as much as on pine logs. Foreign mill owners are carrying off this timber abroad to supply their mills, thus taking from the Canadian mill owner his material, giving the employment and profits to foreigners, while in some cases these elm logs come back again to Canada to be used in a manufactured form. There is no good reason why this advantage should be given to foreign competitors with our own people. More opposition is, however, offered to an export duty in this case, because the elm timber is largely in possession of private land owners, while the pine is chiefly owned either by the government or by their lessees, the lumbermen The farmer having on his farm a comparatively small quantity of elm timber now sells it to the United States mill owners, and he finds that a export duty would put an end to this business leaving him in the hands of the Canadian mill owners with the prospect, as he thinks, of his being able to obtain only a lower price. This, however, is not the case, for the Canadian mill owners are willing to purchase at fair rates, and when they no longer saw the logs carried abroad before their eyes they will be encouraged to extend their operations, so the farmer would not be victimized, and he would gain more than any other portion of the community by the presence of a flourishing industry close at hand and increasing the demand for his produce. We hope the government will stand firm, and will put their policy into effect in regard to elm logs.

ONE very important occurrence of the past month has been the delivery of the judgment of the Judicial Committee of the Imperial Privy Council in the great case of the Queen vs. The St. Catharines Milling and Lumber Company the judgment of the Supreme Court of Canada being confirmed and the appeal of the defendants below being dismissed without costs. Thus this long litigation carried from court to court is at length terminated, the highest tribunal of the realm and the final authority having decided that the Dominion of Canada does not own the land and timber in the disputed territory of Northwest Ontario and had no right to grant licenses, the Province having the beneficial interest, subject to the Indian title and therefore to the cost of extinguishing the claims of the aboriginal inhabitants. The Privy Council in fact took the view that the Indians only enjoyed the right of use for hunting, fishing and so forth, their title being only an incumbrance on the Provincial property. The company is therefore left without any valid right to its limit. Of course it is too early yet to know how the Provincial authorities will deal with the company in these circumstances and with others in the same plight, for this was a test case determining a number of others. It is certainly a case in which there is a moral claim for liberal treatment and for recognition of the position of the company which acted in good faith, dealing with the authorities who were in possession of the property. There is the more reason for fair and even generous treatment as the refusal of the Privy Council to award as usual the costs of the appeal against the unsuccessful party is an acknowledgment that it was a moot point and one that ought to be brought to the courts to determine, so laymen might well be at fault when lawyers and even judges were doubtful. It should also be taken into consideration that for a time at least there was an understanding that the titles given by the unsuccessful authorities should be recognized by those who gained the day, all pecuniary benefits being of course transferred to the party ascertained to be the rightful owner. It may of course be anticipated that now the Province of Ontario has secured its rights to this property it will as soon as possible proceed to apply its usual laws and regulations to this district. There is a likelihood too that no very long time will elapse before a public sale will be called of the limits in this region, and as there is some fine timber still left, this opportunity of acquiring a limit at first hand will be awaited with considerable interest as there will not be many more such chances in Ontario.

SPLINTERS.

A HAPPY AND PROSPEROUS NEW YEAR.

* * *

THE Dominion Parliament has been called to meet on the last day of January.

* * *

THE town of Owen Sound, Ont., has voted a bonus of $15,000 to the Polson Iron Works Co., of Toronto, to assist them in enlarging their dry docks and ship-yard at that place. The company have among their present list of contracts the building of a new steel steamship for the Canadian Pacific railway.

* * *

MR. R. R. DOBELL, a leading lumberman of Quebec, is at present engaged in organizing a company with a capital of $2,000,000 to undertake the laying of a telegraph cable from Blanc Sablon at the Straits of Belle Isle to a point on the coast of Scotland or Ireland.

* * *

WE overlooked drawing attention last month to the advertisement of Messrs. W. R. Thistle & Co, of Pembroke, which appears in another page of this issue. This firm have already commenced winter sawing in their Chalk River timber mills, and are open to receive orders for building and dimension timber, ship decking, red pine, car lumber, flooring, etc.

* * *

A RECENT change in the tariff will be of considerable benefit to one of our Canadian industries. An Order-in-Council has been passed placing upon the free list hickory felloes, sawn to shape, but not urther manufactured. As it has been difficult to get this class of wood in Canada of late years, manufacturers of carriage woodwork have pressed this change upon the government.

* * *

A REPORT has been received from the Inspector of Mounted police in charge of the patrol now stationed on the Manitoba frontier to prevent timber stealing by Dakota settlers, in which he States that already five Dakotans have intimated to him their intention to settle in Manitoba in the spring, as they cannot continue to live in Dakota without fuel, which they have hitherto been in the habit of helping themselves to in Canadian territory without saying even as much as by your leave.

* * *

THE exports of lumber last year formed twenty-six per cent. of Canada's total export trade, the figures being in round numbers, total exports $77,000,000 ; products of the forest, $20,000,000. Of these $20,000,000, some $9,353,000, or forty-five per cent., went to the United States, and about an equal amount, or $9,454,000, was exported to Great Britain. Last year lumber formed twenty-eight per cent. of Canada's total exports to the United States.

* * *

NOTICE is given of the proposed incorporation of the Ottawa and Montreal Boom company, to improve the navigation of the Ottawa river from the Chaudiere falls at Ottawa to the northeasterly end of the island of Montreal, and either by one or other or both of the channels to the northwest of the said island, to facilitate the transmission of rafts, timber, saw logs, railway ties, cedars and other timber on the said river and the various rapids thereof, with power to construct, purchase or acquire any booms or piers in the part of the said river, etc.

THE NEWS.

—Mr. Hepburn is extending his saw mill at Picton, Ont.

—H. B. Ward, lumber merchant Canning, N. S., has assigned.

—A. W. Brown & Bros., planing mill, Spring Hill, N. S., have assigned.

—Edy & Edy, saw mill and general store, Oil Springs, Ont. have sold out.

—Bulmer & Co., Rat Portage, are taking out six million feet of logs this winter.

—Cockburn's mill at Gravenhurst, Ont., recently destroyed by fire, will be rebuilt.

—Hill & Berry, lumbermen, of Fredericton, N. B., have made an assignment.

—Walter Ross is erecting a saw mill near Keewatin, in the Lake of the Woods district.

—The shipment of lumber from Parry Sound, Ont., during the fall was smaller than usual.

—McLaughlin Bros. of Arnprior, propose erecting extensive saw mills near Papineauville, Quebec.

—H. Crowe & Co., lumber dealers, of Winnipeg and Carberry, are opening a branch at Glenboro'.

—Wm. G. Empey, operator of a saw, shingle and lath mill, at Berwick, Ont., has made an assignment.

—P. McConnell, has been appointed local Crown timber inspector for the Turtle Mountain district of Manitoba.

—The Minnesota and Ontario Lumber Company, of Rat Portage, contemplate a cut of ten million feet next season.

—W. J. Mathers now continues the lumber business of Wade & Mathers, of Deloraine, Man., the firm having dissolved.

—Brown, Rutherford & Neilson, of Selkirk, Man., have sold out their entire stock of lumber to the Selkirk Lumber Co.

—Gauthier & David, saw mill, Valleyfield, Que., have dissolved. The business will be continued by Gauthier & Lalonde.

—The saw mill at Macleod, Alberta, which some time ago closed down for the winter, has resumed operations owing to the mild weather.

—The present winter's cut of timber in the Parry Sound district promises to be large. So far work in the camps has progressed favorably.

—A by-law will be voted on at Rat Portage, on January 9th next, to grant a bonus of $15,000 to Ross, Hall & Brown, to establish a saw mill in the municipality.

—The Collins Bay Rafting Co., expect to handle 1,000,000 feet of lumber at Belleville, during the season of 1889. Last season they handled 300,000 feet.

—The saw mill in the New Sweden Colony, north of Minnedosa, Man., has been burned. This will be a heavy loss to Mr. Hemmingsen and the colony.

—Messrs. Bronson & Weston and Pierce & Co. have a large number of workmen engaged constructing an overflow dam at the mouth of the upper channel on the Ottawa river.

—Messrs. T. & W. Murray of Pembroke, Ont., are having a large supply house erected at North Bay. About three hundred tons of supplies will be stored as soon as the building is completed.

—Mr. David Eidt and Mr. Henry Eidt, of Phillipsburg, Ont., have purchased Mr. P. Knechtel's saw mill at Hanover, Ont. The business will be carried on under the name of Eidt Bros.

—Mr. Sam. Sloan, of Tilbury Centre, Ont., will enlarge his planing mill. He will put in a sixty-horse power boiler and engine, adding saw mill and other machinery for woodworking.

—Mr. R. E. Steeves, of Hillsboro, N.B., has purchased an engine and the appliances for a new rotary steam saw mill he is now building at that place. The mill will saw about two million a year.

—Two hundred car loads of lumber, about three million feet, have been shipped this season by the Royal City Planing Mills at Westminister, B. C., to Sir John Lister Kaye's farms in the Territories.

—Tait and his men have already taken out 26,000 spruce logs in the Riding Mountain district of Manitoba, and expect to take out 80,000 during the winter. Some of the logs have to be drawn about three miles to the river.

—Messrs. Davidson & Hay, of Toronto, have purchased a limit north of Lake Nipissing, and are about erecting a mill at Callender. Mr. C. S. Smythe, who had charge of their mill at Orr Lake, has accepted the management of the new mill.

—The Sabaskong Mining and Lumber Company has received its charter from the Dominion Government. The company has among its stockholders several Rat Portage men. Its object is to develop the mining and lumbering industries of the district.

—The old saw mill at Moodyville, B. C., opposite Vancouver, which was established about 25 years ago, will be fitted up with modern machinery, and will soon be closed down for that purpose. The mill has done a large export business in past years.

—Christie's new mill building at Brandon, Man,, has been completed, and is ready for the machinery. Christie is preparing to bring down a lot of spruce logs from the Riding Mountain in the spring, via the Bird Tail Creek and Assiniboine river.

—During the first eight months of 1888 there was a decrease of 20 per cent. on the price and 24 per cent. on the quantity of boards, deals, plank etc., imported into Canada from the United States during that period, as compared with the corresponding period of last year.

—Lumbering operations on the North Shore of Nova Scotia are being so extensively carried on that men who have not gone into the woods for years are now wielding the axe, tempted by the increased pay. One operator recently brought a number of men from Newfoundland.

—Eastern capitalists, it is said, are about taking hold of the steam saw mill at Emerson, Man. An immense quantity of lumber is sold in Emerson annually, and as a supply of pine and oak logs can be had up Red River, there is no reason the lumber should not be manufactured there.

—The Rathbun Co's big mill at Deseronto, Ont., closed down on the 12th Dec. the latest date during that month that it has ever run. The *Tribune* says that the Big Mill did splendid work this season and Supt. Dexter and his army of associates may well feel proud of the record made by their great establishment.

—The report is current that Messrs. Gilmour & Co., the big lumbermen of Trenton, Ont., are talking of carrying out an important scheme for conveying their logs over the lakes in the northern townships. Mr. Gilmour states that he intends building a railway down to the waters edge and hoist a tug on a car and take it back north.

—Ottawa lumbermen are said to believe in the possibility of building up an interprovincial trade in lumber, which will render them independent of the United States markets. The local consumption in Montreal in 1880 was 45,000,000 feet, which in 1886 ran up to 120,000,000, or about 20 per cent. of the cut of all the mills in Ottawa and vicinity.

—Their supply of logs having run out, says the Port Arthur *Sentinel*, Graham, Horne & Co's shingle mill has been closed down for the season. The total cut is slightly in excess of 3,000,000 shingles, and represents just that much money's worth of a staple article manufactured at home, instead of, at formerly, being imported from the Northwestern States.

—Mr. Robertson, builder of the Joggins raft, has been paying a visit to Moose river in New Brunswick, and is reported as being very much impressed with the facilities which that place affords for the storage and shipment of lumber. He is said to have offered M. L. Tucker $10,000 in cash for his mill property there, and if this offer is accepted he will build two rafts a year at that point.

—The new Government dry dock at Kingston, Ont., will have a bottom area 280x40 feet, and the coping 300x72 feet. It will be thoroughly equipped with pumping machinery, so that the 350,000 cubic feet of water it will contain can be emptied in three and one half hours. It will take two years to build the dock, and the probable cost will be $300,000 or $400,000.

—Mr. G. W. Stokes, of Windsor, has been in the lumber trade nearly all his life, and has now large tracts of timber in different parts of Canada and the United States. Speaking about the Dominion Government's export duty on logs, he says :—"It is only a square deal, but instead of $3 it ought to be $10. If the Americans want Canadian logs let them bring along their mills, cut the logs up and spend a little money in the country from which they derive their revenue."

—The Madawaska Improvement Company have a gang of over one hundred men engaged on the Madawaska river putting in the remainder of the improvements which will enable lumber firms to bring timber and logs from limits which before were inaccessable owing to the Madawaska not being navigable. The works will be completed by next spring. Last winter one hundred and fifty men put up works costing $200,000. This year the works will be completed at a cost of $150,000. The works consist of a series of dams, piers and slides. A line of steamers has been placed on the lake near the head waters of the Madawaska.

—As far as can be learned the Lake of the Woods mills are preparing for a big cut next season. There will be a considerable increase in the sawing capacity on the lake.

—Pensacola's annual report shows that the exports of yellow Pine during 1887-88 exceeded those of the past two years. The total exports amounts to 253,699,152 superficial feet, an increase of 39,063,200 feet over the exports of the year previous. The greatest ratio of increase has been to the continent of Europe and has been almost exclusively in sawed to South American ports, and the increase timber.

—A statement of the receipts of the Crown Lands department of Quebec, for the current year to date shows they have increased to $786,771 against $450,926 in 1886-7, or against an average of $472,719 per annum for the last five years. The government estimate that crown land collections will reach one million dollars when the accounts for the current fiscal year are closed.

—The supreme court at Ottawa has delivered judgment in the suit of Cameron et al. v. Tate et al. It was a case where the defendants failed to execute an agreement to supply machinery for a lumber mill at Rat Portage to cut logs lying on the shores of the Lake of the Woods, and the plaintiffs obtained a verdict for $25,000 in the lower court, which was reversed by the court of appeal, and the plaintiffs appealed to the Supreme court. The appeal was dismissed with costs.

—Denny, Mott & Dickson, in their London Wood Circular of Dec. 4th, in their reference to Canadian woods say : Some shipments of Square and Waney Pine, Oak and Elm came to hand last month, but are mostly already disposed of, so greatly does the demand for Yellow Pine and Oak exceed the supply. Consumers cannot just now err in promptly securing any freshly landed Quebec goods, as every thing points to still further increased prices ; so moderate is the supply both here and at the shipping ports.

—The *British Columbian* says : Twenty tons of saw mill machinery, arrived from the Hamilton Manufacturing Company, of Peterborough, Ont., imported by Messrs. F. G. Strickland & Co., of this city, for A. J. Bovill, who is building a new saw mill at Langley. This consignment is the complete machinery for a saw mill—not a bolt, nut or screw being absent, and it is the first complete mill ever brought into the province. Mr. Bovill's mill will have a capacity of about 30,000 feet per day.

—At a recent meeting of the Upper Ottawa Improvement company, the following gentlemen were elected to office for the ensuing year :—Mr. Hiram Robinson, president ; G. B. Greene, secretary ; J. W. Wardrope, treasurer ; Board of Directors—E. H. Bronson, Hiram Robinson, E. B. Eddy, G. Powell and J. R. Booth. The Secretary's annual report was adopted and showed the organization to be in a flourishing condition. The object of the company is to bring all logs cut on the Ottawa and its tributaries down to the Long Sault rapids, for which they have the privilege of charging so much per log.

—Seven vessels cleared from Burrard Inlet, B. C., with lumber, during November, six of these being from the Moodyville mill and one from the Hastings mill. The lumber went to Australia, four loads ; South America, two loads ; and China, one vessel. During the month, four vessels arrived to load at the mills, three for the Hastings and one for the Moodyville mill. Robert Ward & Co., of Victoria, in their last shipping report quote the following rates on lumber from British Columbia to the ports named. To Hobson's Bay, 57s. per M ; Melbourne Wharf, 55s to 57s. 6d. per M ; Sidney, 45s. per M ; Shanghae, 50s. per m.; West Coast South America, 45s. to 50s. per m.

CASUALTIES.

A man named Watson, employed in one of Rathbun's shanties, was curious to know what was in the medicine chest of the shanty, and took a dose from one of the bottles that caused his death.

One of McLaughlin Bros. shanties at Bark Lake, Ont., was recently the scene of an accident by which a young man named Maxwell Thompson lost his life. He was struck by a falling tree and died two hours afterwards.

An accident occurred in the woods in one of Gilmour & Co.'s shanties, near Madoc, Ont. Peter Carl and Joseph Sofa were felling a large tree ; the tree lodged in another tree ; when they freed it they found the tree was coming the wrong way and tried to get out of the way. In running away Sofa fell, and his axe struck Carl in the calf of the leg severing an artery. Before a doctor arrived Carl bled to death. The same axe after cutting Carl was struck by the falling tree and flew back and struck Sofa, cutting a big gash in his leg above the knee. Sofa is likely to recover.

PART III.

LUMBER AND ITS MANUFACTURE.

By Anson A. Gard.

SQUARES.

Around every saw mill there is always a lot of odds and ends of walnut to be found, which can be cut into squares to good profit, since they cost but the time and labor of sawing them. Small logs and large tops of trees may also be cut into squares, and if carefully sawed, will pay for the labor of collecting. To saw squares to advantage, a mill must be provided with a small saw bench with rip and cut-off saws. The latter should be arranged to swing.

Squares must be in a manner perfect, free from sap and knots, and cut true and full thickness. If, however, a small knot or a little sap appear on the corners, or where it will turn off, it will pass, but there will always be a question as to how little or how much will be allowed. Therefore, to be sure of a sale in the one case, cut off the knot and make the square one length shorter, and in the other, cut off the sap and make it the next size smaller.

They should always be made a little longer than the length to be used, in order that the ends can be squared.

All short lengths and sizes under 4 inches should be bundled and tied with tarred twine, as the time it takes at the mill where labor is cheap is far more than made up where it costs 25 to 40 cents an hour to handle them one at a time.

NEWELS.

In cutting newels, never leave the heart in any piece, with the impression that it can be bored out and serve as well as thought it had been clear. It is possible you may find a buyer, but the chances are that it will take so long to find him that your newels will be worthless from splitting by the time he is found. This is true also of lumber. Never cut heavy lumber from the heart. It will split in drying.

SIZES OF SQUARES.

Some sized squares are used the same lengths in all markets, while again other sizes are peculiar to particular markets.

NEW YORK SIZES.

Chair and Lounge Stock.

1¼x1¼, 16, 18 inches, Walnut.
1½x1½, 18, 24 " "
1⅝x1⅝, 18 " "
1¾x1¾, 18 " "
2x2, 14, 18, 24 inches Walnut and Cherry.
2¼x2¼, 12, 24 " " "
2½x2½, 12, 24 " " "

BALUSTERS.

Walnut, Cherry, Ash.

1½x1½, one-fourth, 28, three-fourths, 32.
1¾x1¾, " " " "
2 x2, " " " "
2¼x2¼, " " " "
2½x2½, " " " "
3 x3, " " " "

Any multiple of the above lengths will do if allowance is made for cutting off to the proper length.

TABLE LEGS.

Walnut, Cherry, Ash.

3x3, 28.

NEWELS.

Walnut, Cherry, Ash, Poplar.

4x4, 12, 14, 16 feet long.
5x5, " " " "
6x6, " " " "
7x7, " " " "
8x8, " " " "

PHILADELPHIA SIZES.

This market differs from New York in two particulars. The balusters run one-fourth 32 in. and three-fourths 36 in., and will take newel posts 4 feet long; *i. e.*, it does not object to them that length, while New York does. Other markets use about the same as the two given, with possibly some miner differences. Of all the sizes, the balusters are the best, since the proportion used is so much greater than the other dimensions.

SIZES FOR THE ENGLISH MARKET.

The following are the prevailing sizes called for in the English markets:

2 x2 x16½ and 28.
2¼x2¼x10½, 16½and 28.
2½x2½x16½ and 28.
3 x3 x10½ and 28.
3½x3½x26, 5 per cent.
4 x4 x26, 45 per cent.
4½x4½x26, 20 per cent.
5 x5 x26, 12 per cent.
5½x5½x26, 9 per cent.
6 x6 x26, 9 per cent.

The demand for the first three sizes is always good, the next size is fair and for the others I have followed each by about the per cent. of the demand for that particular size.

In sawing, bear in mind that these lengths or any multiples will be taken. The longer the square can be cut the better, and the larger the more valuable it is.

SIZES FOR THB GERMAN MARKET.

This market is a distributing point for Russia and all the surrounding countries of Germany.

The following are the prevailing sizes:

1½x1½x28 and 32.
2 x2 x28, 30, 32 and 36.
2½x2½x " " " "
3 x3 x " " " "
3½x3½x " " " "
4 x4 x " " " "
4½x4½x " " " "
5 x5 x36.

Very little demand for the first two sizes, and good demand for the 2½ and the 3. The best lengths are 30 and 32 in.

GARD'S DECIMAL SQUARE RULE.

The following rule will be found indispensable to all mill men who cut out squares, and to yard dealers who sell them.

By means of the decimal, much time and work are saved.

EXPLANATION OF THE TABLE.

In the left hand column will be found the length in inches, or further down the length in feet, and at the top column you will find the size of the square, and beneath the decimel of each length. When you wish to find the contents of any number of squares you multiply this number by the decimal opposite the length of the squares and point off as many figures as there are decimals. The amount before the decimal point will be the contents in feet.

EXAMPLE.

How many feet are there in 655 pieces 3x3x30? The number opposite this dimension will be found to be 1·875, *i.e.*, one foot and eight hundred and seventy-five one thousandth of a foot. Multiply first by the whole foot—655 feet, then by the decimal ·875=573,125; mark of the 125 and you have 573. 655 and 573, contents, 1,228 feet. If the decimel begin with a 0, as ·092, you multiply by the 92, but mark off three figures just the same.

L.	1¼ x 1¼	1⅝ x 1⅝	1½ x 1½	1¾ x 1¾	2 x 2	2¼ x 2¼	2½ x 2½	3 x 3	3½ x 3½	4 x 4	4½ x 4½	5 x 5	5½ x 5½	6 x 6
In.	Dec. Ft.	Dec. Ft.	Dec. Ft.	Dec. Ft.	Dec. Ft.	Dec. Ft.	Dec. Ft.	Dec. Ft.	Dec. Ft.	Dec. Ft.	Dec. Ft.	Dec. Ft.	Dec. Ft.	Dec. Ft.
12	0·13	0·22	0·187	0·255	0·333	0·421	0·52	0·75	1·02	1·333	1·687	2·083	2·52	3·
13	0·141	0·238	0·203	0·276	0·361	0·457	0·564	0·812	1·105	1·444	1·828	2·256	2·73	3·25
14	0·151	0·256	0·218	0·297	0·388	0·492	0·607	0·875	1·19	1·555	1·968	2·43	2 94	3·5
15	0·162	0·275	0·234	0·319	0·416	0·527	0·651	0·944	1·276	1·666	2·109	2·604	3·151	3·75
16	0·173	0·293	0·25	0·34	0·444	0·562	0·695	1·	1·361	1·777	2·25	2·777	3·361	4·
17	0·185	0·311	0·265	0·361	0·472	0·597	0·739	1·062	1·446	1·888	2·39	2·951	3·571	4·25
18	0·195	0·33	0·281	0·382	0·5	0·632	0·781	1·125	1·531	2·	2·531	3·121	3·781	4·5
19	0·206	0·348	0·297	0·404	0·527	0·667	0·824	1·187	1·616	2·111	2·671	3·298	3·991	4·75
20	0·215	0·366	0·312	0·425	0·555	0·703	0.868	1·25	1·701	2·222	2·812	3·472	4·201	5·
21	0·227	0·385	0·328	0·446	0·583	0·738	0·911	1·312	1·786	2·333	2·953	3·645	4·411	5·25
22	0·238	0·403	0·343	0·467	0·611	0·773	0·954	1·375	1·871	2·444	3·093	3·819	4·621	5·5
23	0·249	0·422	0·359	0.489	0·638	0·809	0·998	1·437	1·956	2·555	3·234	3·993	4·831	5·75
24	0·26	0·44	0·375	0·51	0·666	0·843	1·041	1·5	2·041	2·666	3·375	4·166	5·041	6·
25	0·271	0·458	0·39	0·531	0·694	0·878	1·085	1·562	2·126	2·777	3·515	4·34	5·251	6·25
26	0·282	0·476	0·406	0·553	0·722	0·914	1·128	1·625	2·211	2·888	3·656	4·514	5·461	6·5
27	0·292	0·495	0·421	0·574	0·75	0·949	1·171	1·687	2·296	3·	3·796	4·687	5·671	6·75
28	0·303	0·513	0·437	0.595	0·777	0·984	1·215	1·75	2·381	3·111	3·937	4·861	5·881	7·
29	0·314	0·531	0·453	0·616	0·805	1·019	1·258	1·812	2·467	3·222	4·078	5·034	6·092	7·25
30	0·325	0·55	0·468	0·638	0·833	1·054	1·302	1·875	2·552	3·333	4·218	5·208	6·302	7·5
31	0·336	0·568	0·484	0·658	0·861	1·089	1·352	1·937	2·637	3·444	4·359	5·381	6·512	7·75
32	0·347	0·586	0·5	0·68	0·888	1·125	1·388	2·	2·722	3·555	4·5	5·555	6·722	8·
33	0·358	0·605	0·515	0·701	0·916	1·16	1·432	2·062	2·807	3·666	4·64	5·729	6·932	8·25
34	0·369	0·623	0·531	0·723	0·944	1·195	1·475	2·125	2·892	3·777	4·781	5·902	7·142	8·50
35	0·379	0·641	0·546	0·744	0·972	1·23	1·519	2·187	2·977	3·888	4·927	6·076	7·352	8·75
36	0·39	0·66	0.562	0·765	1·	1·265	1·562	2·25	3·062	4·	5·062	6·25	7·562	9·
Ft.														
4	0·52	0·88	0·75	1·02	1·333	1·687	2·083	3·	4·083	5·333	6·75	8·333	10·083	12·
5	0·651	1·091	0·937	1·276	1·666	2·109	2·604	3·75	5·104	6·666	8·437	10·416	12·604	15·
6	0·781	1·32	1·125	1·531	2·	2·531	3·125	4·5	6·125	8·	10·125	12·5	15·125	18·
7	0·911	1·54	1·312	1·786	2·333	2·953	3·645	5·25	7·145	9·333	11·812	14·583	17·645	21·
8	1·041	1·76	1·5	2·041	2·666	3·375	4·166	6·	8·166	10·666	13·5	16·666	20·166	24·
9	1·171	1·98	1·687	2·296	3·	3·796	4·687	6·75	9·187	12·	15·187	18·75	22·687	27·
10	1·302	2·198	1·875	2·552	3·333	4.218	5·208	7·5	10·208	13·333	16·875	20·833	25·208	30·
11	1·431	2·419	2·062	2·807	3·666	4·64	5·729	8·25	11·229	14·666	18·562	22·916	27·729	33·
12	1·562	2·64	2·25	3·062	4·	5·062	6·25	9·	12·25	16·	20·25	25·	30·25	36·

THE SAWDUST DIFFICULTY.

The Halifax *Nova Scotian*, a usually well-informed journal, has the following on the sawdust question, which we consider worthy of reproduction:

It is quite impossible to avoid a lively interest in the subject which is now engaging so much attention from parties in this province. It is not a matter which can be settled as yet in any scientific or mathematical manner, but it is one which is capable of discussion and will admit of much more light than has ever yet been thrown upon it.

First, let us see what it is all about? The minister of marine and fisheries, who, by the way, is a young inexperienced and rash person, has undertaken to put in force the law which enables the government to compel mill owners to stop putting sawdust in rivers or else close their mills. Some persons have said that it was, of course, the duty of the minister to put the law in force. But this does not follow. At the instance of the government legislation was passed some time ago giving the governor-in-council enabling powers in this regard. That is, when parliament was asked to legislate it was not quite certain whether it would be a good thing or a bad thing to prevent mill owners from putting sawdust in rivers; it was only affirmed that such a power was necessary for the protection of our river fisheries, and a law was passed placing in the hands of the governor-in-council the power to exercise th se provisions if deemed wise.

The very question at this moment is, does the necessity of any such enforcement now exist? Has anything developed in the meantime which changes the position of matters? The onus is upon the minister of marine to establish this.

In the consideration of the rights of mill owners on the one side, and the interests of river fisheries on the other, much doubt and perplexity seem to exist, even among those who would most likely be informed. And this, so much to be regarded, namely, that the two interests involved are the most important of any in the country. The trade returns for the year ending 30th June, 1887, show that the total export of the products of the forest amounted to $20,484,000, and of the products of the sea to $6,875,000. The exports of lumber is the largest of any in Canada except animals, and their produce, which amounted in that year to $24,246,000. In Nova Scotia the figures stand as follows in regard to exports for the year 1887:

The fisheries	$3,899.077
The forest	1,505,224
Agricultural products	1,146,927

It will be seen from this table that fish and lumber are the great staple products of this province, and together constitute more than three-fifths of the total exports.

Nothing should be done to injure either. On the contrary both should be protected. But it must be borne in mind in this connection that the fisheries which formed this great export were not river fisheries. It is not likely that the total produce of the inland fisheries amounted to anything of any consequence at all. If it were purely a question between sacrificing our lumbering industry and our river fisheries, there cannot be a doubt as to which interest would prevail.

But it is alleged in defence of the crusade which has just been inaugurated in behalf of river fisheries, that the sawdust question effects adversely not merely the fish who usually inhabit the rivers and go up there to spawn but that it is the presence of numerous fish in our rivers which draws the fish to our shores. If this be so, it is an important argument. But we are bound to say we never seen this satisfactorily demonstrated.

Then, again, there are many persons who claim that sawdust in rivers is not fatally injurious to fish, and statistics are given to show that no greater falling off has occurred in the catch of fish in streams on which saw mills have been situated, and those which have been free from sawdust altogether. If this could be demonstrated it would settle the whole question. The balance of reasoning seems to be with those who claim that large quantities of sawdust in rivers tend to injure the fish and drive them away.

But we come back now to the most vital question: "Where does the balance of interest lie?" The putting in force of the regulations which Mr. Charles H. Tupper has undertaken to make is bound to have a disastrous effect upon the lumbering industry of this country. Will it have a corresponding advantageous effect upon the fishing industry of the province? Who feels certain that if all the saw mills in Nova Scotia were closed to-morrow and kept closed for the next five years there would be any great boom in our river fisheries? Who is prepared to demonstrate as a scientific fact that all the falling off in the number of salmon in our rivers is due exclusively to sawdust? These are questions of vital importance, and if the minister of marine can answer them, or any person on his behalf, we should be glad to hear it. No clear and definite information has yet been afforded.

Again, will some one be good enough to inform us who has been clamoring for the shutting down of saw mills? Has this demand come from men actually engaged in the

fishing industry of the country? Has the enforcement of the law been sought from the active fish men of the province as a safeguard to their industry? Or has the whole tempest been raised by a few devotees to sport who never contributed a dollar to the development of the fishing industry of the province, and only seek to preserve their own pleasure? Those are the questions we should like to see sifted. We do not know that the lumbermen of this country are a unit in resisting the enforcement of the severe regulations recently adopted. We would like to know the business weight of those who are pushing it.

It is also to be noted that these blue laws are only sought to be put in operation in Nova Scotia. We are not aware of any honest attempt made to guard the fish of Ontario and Quebec. There is some talk of regulating the emptying of sawdust into the rivers in the upper provinces on the ground that the accumulations are likely to interfere with navigation, but nothing is heard about fish. Here the very gravamen of the whole charge is that the fish are being destroyed. We think the same principle should apply everywhere, and while we have no desire to dogmatise on the point we certainly think there is a great lack of definite information in this matter, and a total lack of scientific knowledge to justify a wholesale crusade against one of our most important industries.

THE BOUNDARY DISPUTE.

Full Text of the Judgment by the Privy Council.

Following is the full text of the judgment delivered by the Judicial Committee of the Privy Council in the case between the St. Catharines Milling and Lumber Co. and the Crown, as represented by the Attorney-General for Ontario :—

After a preliminary statement of the facts of the case the judgment of their Lordships proceeded as follows :—

Although the present case relates exclusively to the right of the Government of Canada to dispose of the timber in question to the appellants, yet its decision necessarily involves the determination of the largest question between that Government and the Province of Ontario with respect to the legal consequences of the Indian treaty of 1873. In these circumstances, her Majesty, by the same order which gave the appellants leave to bring the judgment below under the review of the board, was pleased to direct that the Government of the Dominion of Canada should be at liberty to intervene in this appeal or to argue the same upon a special case raising a legal question in dispute. The Dominion Government elected to take the first of these courses, and their Lordships have had the advantage of hearing from their counsel an able and exhaustive argument in support of the claim to the part of the ceded territory which lies within the provincial boundaries of Ontario.

The capture of Quebec in 1759, and the capitulation of Montreal in 1760, were followed in 1763 by the cession to Great Britain of Canada and all its dependencies, with the sovereignty, property, and possession and all other rights which had at any previous time been held or acquired by the Crown of France. A royal proclamation was issued on the 7th October, 1763, shortly after the date of the Treaty of Paris, by which His Majesty King George erected four distinct and respective governments, styled respectively Quebec, East Florida, West Florida, and Grenada, specific boundaries being assigned to each of them. After reciting that it was just and reasonable that the several nations and tribes of Indians who lived under British protection "should not be molested or disturbed in the possession of such parts of our Dominion and territory as, not having ceded to or purchased by us, are reserved to them as their hunting ground," it is declared that no Governor or Commander-in-Chief in any of the new colonies of Quebec, East Florida, or West Florida "do presume, on any pretence, to grant warrants of survey, or pass any patents for lands, beyond the grounds of their respective Governments, or until our further pleasure be known upon any lands whatever which, not having been ceded or purchased as aforesaid, are reserved to the said Indians or any of them."

It was further declared to be "our Royal will for the present as aforesaid, to reserve under our sovereignty, protection, and dominion, for the use of the said Indians, all the lands and territories not included within the limits of our said free new Governments, or within the limits of the territory granted to the Hudson Bay Company." The proclamation also enacts that no private person shall make any purchase from the Indians of lands reserved to them within those colonies where settlement was permitted, and that all purchases must be on behalf of the Crown in the public assembly of the Indians by the Governor or Commander-in-Chief of the colony in which the lands lie.

The territory in dispute has been in Indian occupation from the date of the proclamation until 1873. During that interval of time Indian affairs had been administered successively by the Crown, by the Provincial Government, and, since the passing of the British North America Act, 1867, by the Governments of the Dominion. The policy of these Administrations has been all along the same in this respect, that the Indian inhabitants have been precluded from entering into any transactions with a subject for the sale or transfer of their interest in the land, and have only been permitted to surrender their rights to the Crown, by a formal contract duly ratified in a meeting of their chiefs or headmen, convened for the purpose. Whilst there have been changes in the adminstrative authority, there has been no change since the year 1763 in the character of the interest which its Indian inhabitants had in the lands surrendered by the treaty. Their possession, such as it was, can only be ascribed to the general provisions made by the Royal Proclamation in favor of all Indian tribes then living under the sovereignty and protection of the British Crown. It was suggested in the course of the argument for the Dominion, that inasmuch as the proclamation recites that the territories thereby reserved for Indians had never been ceded to or purchased by the Crown the entire property of the land remained with them. That inference is, however, at variance with the terms of the instrument, which shows that the tenure of the Indians was a personal and usufructuary right, dependent upon the good will of the Sovereign. The lands reserved are expressly stated to be parts of "our Dominion" and territories; and it is declared to be "the will and pleasure of the Sovereign that for the present they shall be reserved for the Indians as their hunting grounds under his protection and dominion." There was a great deal of learned discussion at the bar with reference to the precise quality of the Indian right, but their Lordships do not consider it necessary to express any opinion upon the points. It appears to them to be sufficient for the purpose of this case that there has been all along vested in the Crown, a substantial and paramount estate, underlying the Indian title, which became a *plenum dominium* whenever that title was surrendered or otherwise extinguished.

By an Imperial Statute passed in the year 1840 (3 and 4 Vict., cap. 35) the Provinces of Ontario and Quebec, then known as Upper and Lower Canada, were united under the name of Province of Canada, and it was *inter alia* enacted that, in consideration of certain annual payments which her Majesty agreed to accept by way of civil list, the produce of all territorial and other revenues at the disposal of the Crown arising in either of the united provinces should be paid into the consolidated fund of the two provinces. There was no transfer to the province of any legal estate in the Crown lands, which continued to be vested in the Sovereign, but all moneys raised by sales or in any other manner became the property of the province. In other words, all beneficial interest in such lands within the provincial boundaries belonging to the Queen, and either producing or capable of producing revenue, passed to the province, the titles still remaining in the Crown. That contiaued to be the right of the province until the passing of the British North America Act, 1867, transferred to the Dominion all interest in Indian lands which had previously belonged to the province. The Act of 1867, which created the Federal Government, repealed the Act of 1840, and restored Upper and Lower Canada to the condition of separate provinces under the titles of Ontario and Quebec, due provision being made by sec. 142 for the division between them of the property and assets of the united provinces with the exception of certain items specified in the fourth schedule, which were still to be held by them jointly. The act also contains careful provisions for the distribution of legislative powers and of revenues and assets between the respective provinces included in the union on the one hand and the Dominion on the other. The conflicting claims to the ceded territory maintained by the Dominion and the Province of Ontario are wholly dependent upon the statutory provisions. In construing these enactments, it must always be kept in view that wherever public lands, with its incidents, is described as the property of, or as belonging to, the Dominion or a province, these expressions merely import that the right to its benefical use, or to its proceeds, has been appropriated to the Dominion or the province, as the case may be, and is subject to the control of its legislature, the land itself being vested in the Crown; section 108 enacts that the public works and undertakings enumerated in schedule 3 shall be property of Canada. As specified in the schedule, these consist of public undertakings which might be fairly considered to exist for the benefit of all the provinces, federally united, of lands and buildings necessary for carrying on the customs or postal service of the Dominion or required for the purpose of national defence, and of lands set apart for general public purposes. It is obvious that the enumeration cannot be reasonably held to include Crown lands which are reserved for Indian use.

The only other clause in the Act by which a share of what previously constituted provincial revenues and assets is directly assigned to the Dominion in sec. 102. It enacts that all duties and revenues over which the respective Legislatures of the United provinces "had and have power of appropriation, except such portions thereof as are by this Act reserved to the respective Legislatures of the provinces, or are raised by them in accordance with the special powers conferred upon them by this Act, shall form one consolidated fund to be appropriated for the public service of Canada." The extent to which duties and revenues arising within the limits of Ontario, and over which the legislature of the old province of Canada possessed the power of appropriation before the passing of the Act, have been transferred to the Dominion by this clause, can only be ascertained by reference to the two exceptions which it makes in favor of the new Provincial Legislatures.

The second of these exceptions has really no bearing on the present case, because it comprises nothing beyond the revenues which Provincial Legislatures are empowered to raise by means of direct taxation for provincial purposes in terms of section 92 (2). The first of them, which appears to comprehend the whole sources of revenue reserved to the provinces by section 109, is of material consequence. Section 109 provides that "all lands, mines, minerals, and royalties belonging to the several provinces of Canada, Nova Scotia and New Brunswick, at the union, and all sums then due or payable for such lands, mines, minerals, or royalties shall belong to the several Provinces of Ontario, Quebec, Nova Scotia and New Brunswick, in which the same are situate, or arise, subject to any trusts existing in respect thereof, and to any interest other than that of the province in the same." In connection with this clause it may be observed that by section 117 it is declared that the provinces "shall retain their respective public property not otherwise disposed of in this Act, subject to the right of Canada to assume that land or public property required for fortifications or for the defence of the country." A different form of expression is used to define the subject matter of the first exception, and the property which is directly appropriated to the provinces, but it hardly admits of doubt that the interests in lands, mines, minerals and royalties, which by section 109 are declared to belong to the province, include (if they are not identical with) the duties and revenues first excepted in section 102. The enactments of section 109 are, in the opinion of their Lordships, sufficient to give to each province, subject to the administration and control of its own Legistature, the entire beneficial interest of the Crown in all lands, within its boundaries, which at the time of the union were vested in the Crown, with the exception of such lands as the Dominion acquired right to under section 108, or might assume for the purpose specified in section 117. Its legal effects is to exclude from the duties and revenues appropriated to the Dominion all the ordinary territorial revenues of the crown arising within the provinces. That construction of the statute was accepted by this board in deciding Attorney-General of Ontario v. Mercer (8 Appeal Cases, 767), where the controversy related to land granted in fee simple to a subject before 1867 which became escheated to the Crown in the year 1871. The Lord Chancellor, Earl Selborne, in delivering judgment in that case, said (8 Appeal Cases, 776):—

"It was not disputed in the argument for the Dominion at the bar that all territorial revenues arising within each province from lands, in which term must be comprehended all estates in land which at the time of union belonged to the Crown, were reserved to the respective provinces by section 109; and it was admitted that no distinction could in that respect be made between lands then ungranted and lands which had previously reverted to the Crown by escheat; but it was insisted that a line was drawn at the date of the union, and that the words were not sufficient to reserve any lands afterwards escheated which at the time of the union were in private hands and did not then "belong to the Crown." Their Lordships indicate an opinion that the escheat would not in the special circumstances of that case have passed to the provinces as "lands," but they held that it fell within the class of rights reserved to the provinces as "royalties" by section 109.

Had its Indian inhabitants been the owners in fee simple of the territory which they surrendered by the treaty of 1873, the case of the Attorney-General of Ontario v. Mercer might have been an authority for holding that the Province of Ontario could derive no benefit from the session in respect that the land was not vested in the Crown at the time of the union. But that was not the character of the Indian interest. The Crown has all along had a present proprietary estate in the land, upon which the Indian title was a mere burden. The ceded territory was at the time of the union land vested in the Crown subject to any interest other than that of the province in the same, within the meaning of section 109, and must now belong to Ontario in terms of that clause, unless its rights have been taken away by some provision of the Act of 1867 other

than those already noticed.

In the course of the argument the claim of the Dominion to the ceded territory was rested upon the provisions of section 91 (24), which in express terms confer upon the Parliament of Canada power to make laws for "Indians and land reserved for the Indians." It was argued that the exclusive power of legislation and administration carried with it, by necessary implication, and patrimonial interest which the Crown might have had in the reserved lands. In reply to that reasoning counsel for Ontario referred us to a series of provincial statutes, prior in date to the Act of 1867, for the purpose of showing that the expression "Indian reserves" was used in legislative language to designate certain lands in which the Indians had, after the royal proclamation of 1763, acquired a special interest by treaty or otherwise, and did not appeal to land occupied by them in virtue of the proclamation. The answer might have deserved consideration if that expression had been adopted by the British Parliament in 1867, but it does not occur in section 91 (24); and the words actually used are, according to their natural meaning, sufficient to include all lands reserved upon any terms or conditions for Indian occupation. It appears to be the plain policy of the Act that, in order to ensure uniformity of administration, all such lands and Indian affairs generally shall be under the legislative control of one central authority. Their Lordships are, however, unable to assent to the argument for the Dominion, founded on section 92 (24). There can be no *a priori* probability that the British Legislature, in a branch of the statute which professes to deal only with the distributation of legislative power, intended to deprive the provinces of rights which are expressly given them in that branch of the Act which relates to the distribution of the revenues and assets. The fact that the power of legislating for Indians and for lands which are reserved for their use has been entrusted to the Parliament of the Dominion, is not in the least degree inconsistent with the right of the provinces, to a beneficial interest in these lands, available to them as a source of revenue whenever the estate of the Crown is disencumbered of the Indian title. By the treaty of 1873 the Indian inhabitants ceded and released the territory in dispute (in order that it might be opened up for settlement, immigration, and such other purposes as to Her Majesty might seem fit) to the Government of the Dominion of Canada, for the Queen, and her successors forever. It was argued that a cession in these terms was, in effect, a conveyance to the Dominion Government of the whole rights of the Indians, with consent of the Crown. That is not the natural import of the language of the treaty, which purports to be from beginning to end a transaction between the Indians and the Crown, and the surrender is in substance, made to the Crown. Even if its language had been more favorable to the argument of the Dominion upon this point, it is abundantly clear that the commissioners who represented her Majesty, while they had full authority to accept a surrender to the Crown, had neither authority nor power to take away from Ontario the interest which had been assigned to that province by the Imperial Statute of 1867.

These considerations appear to their Lordships to be sufficent for the disposal of their appeal. The treaty leaves the Indians no right whatever to the timber growing upon the lands they gave up, which is now vested in the Crown; all revenues derivable from the sale of such proportions of it as are suitable within the boundaries of Ontario being the property of the province. The fact that it still possesses exclusive power to regulate the Indians' privilege of hunting and fishing cannot confer upon the Dominion power to dispose, by issuing permits or otherwise, of that beneficial interest in the timber which has now passed to Ontario.

Since that benefit of the surrender accused to her, Ontario must of course relieve the Crown and the Dominion of all obligations, involving the payment of money, which were undertaken by her Majesty and which are said to have been fulfilled in part by the Dominion Government. There may be other questions behind with respect to the right to determine to what extent and at what periods the disputed territory over which the Indians still exercise their avocation of hunting and fishing is to be taken up for settlement or other purposes. But none of these questions are raised for decision in the present suit.

Their Lordships will therefore humbly advise her Majesty that the judgment of the Supreme Court of Canada ought to be affirmed, and the appeal dismissed. It appears to them that there ought to be no costs of this appeal.

Power for Saw Mills.

The *Manufacturer and Builder* has been comparing band and circular mills as a means of sawing logs. Regarding the power necessary for these different types of mills, it says:

It is unfortunate that, owing to the question of power being so little considered in America, and to the fact that the application of the band saw for logs is comparatively new, no authentic tests as to the power required by the latter machine have as yet been made with the indicator; but by comparing the engines usually employed to drive both the band and circular mills, an approximate idea on this point may be arrived at. To drive a circular mill with a six-foot saw, an engine with a cylinder 18 inches in diameter, a piston travel of 500 feet per minute, and an average pressure on the piston of 40 pounds to the square inch, is generally employed. Such an engine develops 154 indicated horse-power. To drive a full sized band mill, a cylinder 12 inches in diameter, working under similar conditions as to piston, speed and average pressure is recommended. This would develop about 68 indicated horse-power, or considerably less than one-half that required to drive a circular mill.

A Good Tally Book.

One of the greatest conveniences that a hardwood lumber manufacturer or dealer can possess is a practical and convenient talley book, such a one is advertised in this issue by A. A. Brown of Cincinnati, Ohio, U.S.A. It is specially designed for tallying hardwood lumber, is bound in calf, heavy board covers, and has a long joint in back so that the covers may be turned backs together without breaking the binding. This feature cannot but be appreciated by lumbermen. It contains 100 pages, each page being a complete record of a transaction upon which may be recorded the car, its number, date of transaction, from whom purchased, route shipped, tally of each board or piece, total tallies, name of inspector, &c. It also contains a synopsis of Doyle and Scribner's log rule, and a ready calculating table so that the sum of the tallies may be instantly calculated. No lumberman can afford to do without these books. Read what R. M. Williams, a public lumber inspector has to say:

NASHVILLE, TENN. Dec. 4, 1888.

A. A. Brown, Esq.

DEAR SIR,—Your sample Tally Book came to hand this morning. I like the book very much. You will find enclosed my check for $4.50 in payment of one dozen. Yours truly,
R. M. WILLIAMS.

Also what a few hardwood manufacturers think about it.

CINCINNATI, O., Nov. 26, 1888.

A. A. Brown, Esq.

DEAR SIR,—We have been using your Tally Book for the past eight months, and our Inspectors report them very satisfactory. When we are in need of some more will send you the order.
Yours truly, LEWIS, WIBORG & HANNA.

CINCINNATI, O., Nov. 30, 1888.

A. A. Brown, Esq.,

DEAR SIR,—We have for some time used your Tally Book, and like it very. Yours truly,
JOHN STREIGHT.

CINCINNATTI, Dec. 5, 1888.

A. A. Brown, Esq.,

DEAR SIR,—We are using your Tally Book and regard it as by far the best for all purposes that we know of.
Yours very truly,
M. H. GARRITY & Co.

CINCINNATI, NOV. 30, 1888.

A. A. Brown, Esq.

DEAR SIR,—In reference to the Tally Book you make we are glad to say that it meets our approval in every respect as convenient in size, of best paper and binding, and the arrangement could not be improved in any respect that we can see. We wish you would send us a dozen as soon as convenient. We are anticipating our needs, having a few on hand now, but we suppose your orders keep you pretty well cleaned up. Therefore we will get them in about the time we will need them. Yours truly,
CHAS. C. BOYD & CO.

Wood-working by Machinery.

The question often arises why is it that there are not more competent men in charge of the machinery in many of the wood-working establishments throughout the country, says *The Timberman*. Manufacturers of this class of machines assert that one of the principal difficulties which they have to contend with in rendering their machines satisfactory to their customers, arises from the ignorance and incompetency of the men who have the charge of running them and keeping them in order, and where complaints have been made, in the majority of cases the fault is traceable to the carelessness or incompetency of the foreman in charge. This arises partly from the fact that heretofore, and to a certain extent now, the care and management of wood-working machinery, especially that of the planing mill, is not looked upon as a regular trade or profession, and one that requires a regular apprenticeship to qualify and fit one for that position.

Any man about the mill after a few days practice, by some mill owners, is considered qualified to "run the machine." It is true that a very few days practice with a man of ordinary intelligence may be sufficient for him to learn to start and stop a machine and change it from one to one and a-quarter inch stuff and perhaps sharpen the cutters after a fashion, when he finds they will not cut; but to take charge of a planing mill and run it successfully and properly requires something more than this. The proprietor of a machine shop or foundry would never think of employing a man to run a lathe or take any other responsible position in the shop unless he had learned his trade in the regular way as an apprentice, yet to operate wood-working machinery successfully and profitably requires as much mechanical skill and experience for one as the other.

Wood-working is a trade that can not be learned in a few days or a few weeks. A young man who is about to adopt some regular business in life, if he prefers wood-working by machinery, should enter some good factory of this kind, where all kinds of machinery is used, as an apprentice, and work under the instruction of some good practical mechanic until he has not only made himself perfectly familiar with the working of all the different machines, but should also understand their care and management. He should also study all the different classes of wood-work that are required of them, and their adaptability for them so as to know that when such work is got out it is done in a neat and workmanlike manner. When he has thus qualified himself, whether it takes two or four years, he will then be competent to take charge of a mill and successfully direct the work of those under his charge, and command that respect from his men which a competent foreman is entitled to.

But the great trouble has been as we said before, that wood-working by machinery has not been looked upon as a trade by mill owners, and the majority of young men who have engaged in that business seem to look upon it in the same manner and have taken it up only as a temporary employment and, like Mr. Micawber, are waiting for something else to turn up. Another reason is that there are many mill owners who undertake to run their mills too cheaply and are not willing to pay a sufficient salary to make it an inducement for a competent man to offer his services. They seem to lose sight of one important fact that the cheapest is not always the best, for while a competent man who thoroughly understands his business will keep everything in good working order by doing the small repairs himself, an incompetent one will either let his machines run down so that in a short time they will need extensive repairs, or he will run to the machine shop for every small matter which he should attend to himself, and in either case the extra bill for repairs at the end of the year will more than make up the difference in salary, to say nothing of the time lost by machines standing idle while these repairs are being made.

If mill owners would adopt the plan of engaging no one to take charge of their machinery who has not had sufficient experience whether as an apprentice or otherwise to render them competent for that position, and to thoroughly understand the working of all kinds of wood-working machinery, they would find it more profitable for them in the end, and they would also find that a competent man at a reasonable salary would be the most economical for them in the long run.

Lumber Insurance.

Owing to the peculiar hazard inseparable from their business, lumbermen, are, to a great extent, deprived of the protection afforded by fire insurance. A movement is on foot in the North-west that promises to relieve the situation in this respect. The Mississippi Valley *Lumberman* says:

"The hopeful feature of the recent inaugurated movement for the organization of a mutual insurance company upon the plan of the New England factory mutuals, to carry saw mill lumber risks, is that it had its origin among the mill men themselves. The Middle Mississippi lumbermen have taken hold of the matter because they have gradually awakened to an appreciation of the fact that whatever improvement may be made in their risks they themselves must make, and that whatever saving may be accomplished in the cost of their insurance must be due to their own efforts. The movement is a spontaneous one, and there was great unanimity of opinion among the gentlemen in attendance at the meeting at Winona upon the importance and the entire practicability of what they have undertaken to accomplish. The New England factory mutuals had their origin in much the same way. No outside influences were brought to bear. The factory men undertook the task and made their organizations mutual in fact as well as in name. The Mississippi Logging Company, fortunately, affords an excellent nucleus about which the new organization may gather. Co-operation has done a great deal for the gentlemen comprising that organization—and they appreciate the fact fully. The same spirit, if it shall pervade the new insurance company, may accomplish a great deal in not only better insurance rates, but better insurance risks. Nor need it interfere with the existing mutual insurance companies, which are doing an important work. The interest which is likely to attach to the advent of the new company, as well as its plan of operation, and the improvement in the nature of the risks which it is to command, is calculated to widen the field of usefulness of all the mutual fire companies now doing business in the West."

The fine sawmill of L. L. Hotchkiss & Co., at West Bay City, Mich., which had just closed its season's operations, was burned Dec. 6th; loss, $60,000; insurance $50,000.

TRADE REVIEW.

Toronto, Ont.

TORONTO, Jan. 1st, 1889.

The cargo market is about as brisk as circumstances will warrant. We are still without snow, which fact accounts to a great extent for the lumber trade being a little languid. Among the retail yards, however, there is a good demand, the contractors taking advantage of the mild weather to push forward building operations. If the trade succeeds in making a more amicable settlement with the railway companies, the prospects are good for a properous winter and spring trade.

Prices remain unchanged.

CAR OR CARGO LOTS.

1¼ and thicker clear picks, American inspection	$34 00@35 00
1¼ and thicker, three uppers, American inspection	40 00
1¼ and thicker, pickings, American inspection	30 00
1x10 & 12 dressing and better	20 00 22 00
1x10 & 12 mill run	15 00 16 00
1x10 & 12 dressing	16 00 18 00
1x10 & 12 common	12 00 13 00
1x10 & 12 spruce culls	10 00 11 00
1x10 & 12 mill culls	9 00
1 inch clear and picks	24 00 26 00
1 inch dressing and better	18 00 20 00
1 inch siding mill run	13 00 15 00
1 inch siding common	12 00 13 00
1 inch siding ship culls	10 00 11 00
1 inch siding mill culls	8 00 9 00
Cull scantling	8 00 9 00
1¼ and thicker cutting up plank	22 00 25 00
1 inch strips 4in to 8in mill run	14 00 15 00
1 inch strips, common	11 00 12 00
1¼ inch flooring	14 00
1½ inch flooring	14 00 15 00
XXX shingles, sawn	2 40 2 50
XX shingles, sawn	1 40 1 50
Lath, Sawn	1 80

YARD QUOTATIONS.

Mill cull boards & scantling	$10 00	Dressing stocks	16 00@20 00
Shipping cull boards, promiscuous widths	12 00	Picks Am. inspection	30 00
stocks	13 00	Three uppers, Am. inspect.	40 00
		B. M.	
Scantling & joist, up to 16 ft	13 00	1½-in. flooring, dres'd	25 00 30 00
" " 18 ft	14 00	1½ " " rough	14 00 15 00
" " 20 ft	15 00	1¼ " " dres'd	23 00 25 00
" " 22 ft	16 00	" " undres'd	14 00
" " 24 ft	17 00	" " dres'd	16 00 20 00
" " 26 ft	18 00	" " undres'd	12 00 14 00
" " 28 ft	19 00	Beaded sheeting, dressed	18 00 20 00
" " 30 ft	20 00		
" " 32 ft	21 00	Clapboarding, dres'd	12 50
" " 34 ft		XXX sawn shingles	
	22 50@22 50	per M	2 75 2 90
" " 36 ft	24 00	Sawn Lath	2 25
" " 38 ft	27 00	Red oak	20 00 25 00
" 40 to 44 ft	30 00	White "	25 00 30 00
Cutting up planks 1¼ and thicker dry	25 00 26 00	Basswood, No. 1 & 2	18 00 20 00
" board	18 00 20 00	Cherry, No. 1 & 2	50 00 60 00
		White ash, 1 & 2	25 00 30 00
		Black ash, 1 & 2	20 00 25 00

Montreal, Que.

MONTREAL, Dec. 31st, 1888.

Business, as is usual at this season of the year, is quiet, with very little lumber moving. The open weather, and the unfavorable condition of the roads has had a very bad effect on business in general. Stocks in the city are full, and although sales have been small, prices remain steady. The prospects are that as soon as a good snowfall comes there will be increased stir in the lumber yards. There is great activity in the woods, and lumbermen have good expectation for the coming season's trade.

Following are the ruling quotations in the yards:

Pine, 1st qual'y ₱ M	$35 00	40 00	Basswood, run of log		
Pine, 2nd " "	21 00	23 00	culls out per M	$13 00	18 00
Pine, shipping culls ₱ M	13 00	15 00	Oak, per M	40 00	50 00
Pine, 4th quality deals ₱ M	10 00	12 00	Walnut, per M	55 00	95 00
Pine, mill culls, ₱ M	8 00	10 00	Cherry, per M	75 00	90 00
Spruce, per M	10 00	11 00	Butternut, per M	30 00	40 00
Hemlock, per M	9 00	10 00	Birch, per M	16 00	25 00
Ash, run of log culls out per M	16 00	20 00	Hard Maple, per M	22 00	30 00
			Lath, per M	1 80	1 90
			Shingles, 1st, per M	2 00	3 90
			Shingles, 2nd, per M	1 25	2 00

St. John, N. B.

St. JOHN, Dec. 31st, 1888.

Trade at this point is fairly prosperous there being a steady demand for the various grades of lumber usually handled in this market. Operations in the woods are being conducted on a large scale throughout the province this winter, and next season will see the mills unusually active.

Quotations remain about the same, as under;

Deals, Boards, Scnatling, etc.

Spruce deals	$12 00	Spruce boards	12 00
Pine "	15 00	Pine "	12 00@40 00
Deal ends	6 00	Oak "	40 00
Scantling	10 00	Ash "	15 00@25 00
		Hemlock "	7 50

Shingles.

Spruce extra	$3 50	No. 1	1 25
clear	3 00	Pine	1 25
No. 1 extra	2 25		

Clapboards.

Pine extra	35 00	Spruce, extra	24 00
" clears	45 00	" clears	23 00
" 2d clears	35 00	" No. 1	15 00
		" No. 2	10 00

Flooring, Dressed.

[illegible] No. 1	12 00	4 in., No. 1	12 00
" No. 2	10 00	" No. 2	10 00

Miscellaneous.

[illegible]	3 00@	4 50	Laths		1 80
[illegible] 17 in. per pr.		04	Pickets	6 50@15 00	
[illegible] in.	04½	05½	Railway ties		15
[illegible] 22 in.	04½	06			

Ottawa, Ont.

OTTAWA, Dec. 29th, 1888.

The past has been one of the most successful seasons in the history of the Ottawa lumber trade, and all things considered, it may be a good many years again before they have another as good. The winter of 1887-8 was a remarkably good one for logging, and with plenty of water to float the logs to the mills and a ready market, the mill men had truly a happy time of it.

The cut in the Ottawa Valley was the largest on record, and although the yards are still full, yet the shipments of the past season have greatly exceeded those of former years.

The following is about as accurate an estimate of the cut as can be arrived at, and the division of its destination is as near correct as can be procured, all of which will make interesting reading for those who desire to keep posted on the lumber trade:

E. B. Eddy Manufacturing Co., 70,000,000; Bronson & Weston Lumber Co., 65,000,000; Perley & Pattee, 55,000,000; J. R. Booth, 80,000,000; Gilmour & Co., 50,000,000; Robert Hurdman & Co., 60,000,000; James McLaren & Co., 30,000,000; W. McClyment & Co., 10,000,000; Pierce & Co., 30,000,000; The Rathbun Co., 5,000,000; W. C. Edwards & Co., 45,000,000; Buckingham Mills, 30,000,000; Hamilton Bros., 50,000,000; Ottawa Lumber Co., 10,000,000; R. & W. Conroy, 15,000,000.

Besides the above amounts, there is a cut on the C.P.R. which amounts to about 125,000,000, which would make a total cut in the Ottawa Valley, with some small scattering lots not above enumerated, of about 750,000,000 feet, the value of which figures up to the handsome sum of eleven and one-quarter million dollars.

Dimensions, Inches.	*Per M.*
Mill culls 10 x 1	
" 12 1	
" 12 1½	
" 12 2	
" selected 16 ft. long, above dimensions	8.50 to 9.00
Cull strips, 1 in. thick, 5 to 7 wide	7.00 to 8.00
Mill cut outs 12 x 1	
" 11 1½	4.00 to 5.00
" 12 2	
Scantling 2 4	
" 3 4	12.00
" culls 2 4	
" 3 4	7.00
Laths	1.25
Stock shorts, 12 x 1	10.00
1 inch siding outs, 1¼, 1½, 2	15.00
" outs from shorts, 1¼, 1½, 2	6.50 to 7.00
Outs from stocks 12 x 1	
" 12 1¼	10.00 to 12.00
" 12 1½	
Shingles, X	1.25
" XX	2.00
" XXX	3.00
" cedar, No. 1	2.00 to 2.
" cedar, culls	1.25
Difference in planed lumber, in waste and planing	5.00
Ditto, on average good stock	20.00 to 25.00

Philadelphia, Pa.

PHILADELPHIA, Dec. 28th, 1888.

Very little will be done in the lumber business here until the advent of the new year, when it is expected business will take a jump. Virginia white pine is being introduced into this market quite freely, and is a grade that meets with ready sale, as it comes much cheaper than fine common for the same purpose.

But little can be said regarding this market at present, further than that the season so far has not been as encouraging as usual.

White Pine.

Mich. uppers, 1 to 2 in., dry	$45 00@50 00	1¼ to 2 in. plank, barn quality	23 00@25 00
2½, 3 & 4 in	57 00 65 00	Common plank	20 00 22 50
S'lcts, 1¼ to 2 in.	42 50 45 00	⅞ box boards, wide	16 00 17 50
2½ 3 & 4 in	47 50 52 50	⅝ siding, selected	30 00 32 50
12 in floor'g & shelv'g	30 00 35 00	Culls, 12 in.	16 00 18 00
12 in. barn	19 00 21 00	Wide	17 00 18 00
Edge barn, all widths	18 00 20 00	Narrow	13 50
		No. 1 moulding	37 50 40 00

Cargo Lots.

Yellow pine edge bds	14 00@16 00	Scantling and plank	20 00 22 00
Heart face boards	19 00 21 00		

Hemlock Boards and Scantling.

Edge boards	10 50@11 50	Scantling, 2x3 & 2x4, 16 & 18 ft	12 00@13 00
12 in. stock	11 50 12 00	3x4, to 12, 12 to 20 ft.	11 00 11 50
Fencing, 6 in., 16 ft.	11 50 12 00		

Shingles and Posts.

Cypress shingles, 24 in. heart, d & b	13 00@18 00	Cedar shingles, 30 in. hand dressed	35 00 40 00
24 in. sap, d & b.	10 00 12 00	Chestnut posts, 9 ft.	32 00
		7 ft.	28 00

HARDWOOD.

Walnut.

Nos. 1 & 2, 1 in., good dry, Indiana	$87 50@ 95 00	Reject or common, 1 in., 1¼ and up	60 00@ 65 00
1¼ & up	92 50 100 00	Culls, 1 in.	35 00 37 50
Nos. 1 & 2, ⅝ in.	72 50 77 50	1¼ in. & up	35 00 40 00

Poplar.

Nos. 1 & 2, 5/8 in. good wide, Indiana	25 00@27 50	Nos. 1 & 2, 1¼ in. & up, good wide, Ind.	32 50 36 00
1 in.	28 00 32 50	Columns, 5x5 & up clear	35 00 35 50

Oak.

Nos. 1 & 2, 1 in., good western, straight	32 50@35 00	Nos. 1 & 2, 1¼ in. & up, good western, straight	35 00 37 50
quartered	49 00 50 00	quartered	52 50 55 00

Ash.

Nos. 1 & 2, 1 in., good western	35 00@40 00	Nos. 1 & 2, 1¼ in. & up, good western	32 50 42 50

Yellow Pine—Yard and Wholesale.

Sc'tlg, 2x4 to 12x14	22 00@23 00	Flooring, 1 in. Va.	17 00 19 00
Plank, 1¼ to 2 in.	23 00 27 50	1 & 1¼ in. Ga. & Fla. cargo run	22 00 24 00
Fl'g, 1 & 1¼ in. No. 1	27 50 30 00		

Cherry.

Nos. 1 & 2, 1 in., good	62 50 70 00	Nos. 1 & 2, 1½ in. & up, good	65 00 75 00

Goderich, Ont.

GODERICH, Dec. 31st, 1888.

There is really nothing new to report regarding lumber operations in this section. Prices of all grades remain as last reported. The demand is steady, without any particular sign of activity. The outlook for the spring trade is good.

PRICES IN CAR LOTS.

1 in. [illegible]	[illegible]
1x6-8-10 & 12, common	12 00
1x6-8-10 & 12, dressing	16 00
1x14, and wider, common	12 00
1x14, " " dressing	16 00
1¼ dressing	16 00
1½ "	16 00
1¼ Norway pine flooring	14 00
1½ " " "	14 00
1 inch clear and picks 4 to 9 inch	25 00
1 inch " " 4-in. and up	26 00
1 inch " " 9-in. and up	27 00
1¼ and 1½ clear and picks	35 00
Lath 1½x4 feet	1 80
2 inch pine joist	11 50 12 00
2 inch Norway joist	11 00

Saginaw, Mich.

EAST SAGINAW, Dec. 29th, 1888.

Reports from this point go to show that the quantity of lumber carried on dock this winter will be as large, at least, as last year, approximating 340,000,000 feet or more. The market is quiet, although firm, and indications point to an increase in prices towards spring. The yards on the river must carry at least 200,000,000 feet, exclusive of the stocks on mill docks. Lumber is held, straight measure, at $12.50 to $20, the average price being $15.50 to $18 for fair to good, and $12.50 to $14 for common.

CARGO LOTS.

Uppers	36 00@38 00	Norway	8 00@ 9 25
Common	16 00 20 00	Box	10 50 11 50
Shipping Culls	8 50 10 00	Straight measure	12 00 18 00
Mill Culls	6 00	Hemlock	7 50 8 00

YARD QUOTATIONS—CAR LOTS DRY.

Drop Siding.

Clear, ⅞ in	42 00	C, ⅞ in	30 00
A	35 00	D	19 00
B	36 00		

Flooring and Siding—Dressed.

Flooring, clear, d & m	40 00	Siding, clear, ½ in.	22 00
No. 1	33 00	A	23 00
No. 2	30 00	B	17 00
No. 3	20 00	C	14 00
No. 4	13 00	D	12 00

Finishing Lumber—Rough.

Three uppers, 1 in.	42 00@44 00	Fine common, 1 in.	32 00@32 00
1¼ & 1½	44 00 46 00	1¼ & 2 in.	33 00
Selects, 1 in.	36 00 37 00	C, 7, 8 & 9 in.	25 00
1¼ & 2 in.	38 00	Base, 2 to 9 in. No. 1	40 00
		No. 2	30 00
		No. 3	20 00
		Coffin boards 16 in. and over	18 00

Joist, Scantling and Timber.

12 to 18 feet	10 00	22 feet	12 00
20 feet	11 00	24 feet	13 00

Plank and timber, 12 inches wide, $1 extra.

Wide Select and Common—Rough.

C (No. 1 com.) 13in. and up	28 00	D (common) 14 in. and up	16 00

Lath, Shingles and Pickets.

Lath, No. 1	1 50	Country brands XXX	3 25@ 3 35
No. 1	1 00	Clear butts	2 25 2 35
Shingles, river brands		P'kts, 2 to 2½ in rough	12 00 13 00
XXX	3 40@ 3 50	Dressed	20 00
Clear butts	2 40 2 50	1¼ in. square, dressed	14 00 19 00

Oswego, N. Y.

OSWEGO, Dec. 28th, 1888.

There is no change in prices. Trade dull, as it generally is at this season of the year. The outlook is good for spring trade.

Pine.

1¼, 1½, 2 and thicker uppers	$45 00@46 00	1 inch selected sidings	25 00 30 00
" " " pickings	35 00 36 00	1¼ " " "	30 00 35 00
" " " No. 1 cutting up	32 00 39 00	1 & 1½ box or No. 2 culls	11 00 12 00
" " " cuttings up pickings and uppers as run	35 00 42 00	1 & 1¼ sidings No. 1 dressing and better	17 00 25 00
		1x10 & 12x12 to 16 feet dressing and better	26 00 30 00
		" " " shipping culls	16 00 17 00
		" " " No. 2 "	13 00 15 00
		1 & 1¼ in. strips 4 to 7 wide selected	20 00 30 00
		" " " dressings	16 00 17 00
		" " " box	9 00 12 00

Brown Ash.

1 1¼ 1½ 2 & 3 in. 1st & 2nd quality	17 00	21 00	
" " " culls	9 00	11 00	

Basswood.

1 & 1¼ 1st & 2nd quality	20 00	21 00	
" culls	9 00	12 00	

Shingles.

XXX 18 inch pine standard thickness 5 to 2¼		$3 80
XX " " " " "		2 50
X " " " " "		75
XXX " cedar " " "		3 00
XX " " " " "		2 25
XXX 16 " pine " "		3 25
XX " " " " "		1 90

Lath.

No. 1 1⅜, 1½	1 80	2 10
" 2 "	1 40	1 80

Hamilton, Ont.

HAMILTON, Dec. 29th, 1888.

Mill cull boards and scantlings	$ 9 00	@10 00	Dressing stocks	$16 00	18 00
Shipping cull boards promiscuous widths	10 00	12 00	1¼ flooring, rough	16 00	18 00
Shipping cull stocks		14 00	1½ flooring, rough	16 00	18 00
Scantling and joist up to 16 feet		13 00	1¼ flooring, dressed		25 00
do up to 18 feet		13 50	1½ flooring, dressed	21 50	23 00
do up to 20 feet		14 00	Beaded sheeting 1	25 00	30 00
do up to 22 feet		15 00	Ficks, Am inspection	32 00	34 00
do up to 24 feet		16 00	Three uppers Am. In.		4C 00
do up to 26 feet		17 00	XXX sawn shingles	2 60	2 70
do up to 28 feet		18 00	Sawn Lath		2 25
do up to 30 feet		20 00	Red Oak	20 00	25 00
Cutting up planks 1½			White Oak	25 00	30 00
and thicker	20 00	25 00	Basswood No. 1. & 2.	16 00	20 00
Cutting up scants		20 00	Cherry No. 1 & 2	60 00	70 00
			White Ash No. 1 & 2.	25 00	30 00
			Black Ash No. 1 & 2.	20 00	25 00

New York City.

NEW YORK, Dec. 31st, 1888.

The white pine market shows considerable improvement of late, and the outlook promises well. Recent shipments of spruce have been very light, and there is a better feeling among buyers of this wood. Hemlock is very dull, but will likely improve after the holidays. North Carolina Pine is scarce, but prices firm. The white pine trade is comparatively dull, with only a few large orders in the market, Reports from all over the city and vicinity indicate that the hardwood business is very slow. The indications for a good spring trade in hardwood are fairly good. Ash is in fairly good demand, but with no great amount of good stock offering. There is no active demand for cherry ; of rejects there seems to be an oversupply. Strips are scarce, with a good demand ; culls do not improve ; but little chestnut lumber is offering ; the stock of cypress is limited ; trade is also dull in maple ; in oak the demand is steady but small. Redwood is gaining friends ; walnut very dull ; the demand for whitewood is greatly in excess of the supply, and as a result prices are firm.

Black Walnut.

5/8 in., all clear	$78 00	@ 82 00	Culls, 1 inch	$35 00	@ 37 00
1 and 1¼ inches	92 00	97 00	Culls, thick	37 00	39 00
1½ and thicker	98 00	105 00	Counter tops, 18 in. and over	110 00	150 00
Rejects	52 00	55 00			

Poplar. White Wood.

5/8 in. 10 inches and over	23 00	@24 00	1¼ to 2 inch	29 00	@30 00
¾ in. coffin boards	27 00	28 00	2½ and thicker	31 00	32 00
1 inch, 10 inch and over	28 00	30 00	Common 1 to 2 inch	21 00	22 50
1 inch, 8 in. and over	26 00	28 50	Saps. 1 inch & thicker	22 00	25 00
			Culls, all thickness	16 00	18 00

Dressed Poplar.

½ inch panel	24 50	@25 00	3/8 in. clg. 4 to 6 in	21 00	@21 50
5/8 inch panel	27 00	28 00	½ in. clg. 4 to 6 in	24 00	24 50
¾ inch panel	29 00	30 00	5/8 in. clg. 4 to 6 in	27 00	28 00
4, 5, 6 inch casing	30 00	31 00	¾ in. clg. 4 to 6 in	29 00	30 00
7, 8, 9, 10 inch casing	32 00	33 00	7/8 in. clg. 4 to 6 in	30 00	31 00

Ash.

1 inch, white	36 00	@ 38 00	Strips, clear	26 00	@ 28 00
1¼ to 2 inch	37 00	38 00	Black ash, good	26 00	30 00
2½ to 4 inch	40 00	41 00	Black ash, culls	10 00	12 00

Oak.

1 inch plain sawed,	36 00	@ 39 00	inches and over	46 00	@ 48 00
1¼ to 2 inch	37 00	40 00	Thicker	48 00	50 00
Thicker	38 00	41 00	Strips under 6 in	38 00	40 00
Quarter-sawed, white, all clear, 6-					

Cherry

5/8 in., white & clear	65 00	@ 70 00	2½ and thicker	88 00	@ 95 00
1 inch	76 00	80 00	Counter tops, 18 in. and over	100 00	115 00
1 inch strips	40 00	42 00	Culls, all thickness	18 00	20 00
1¼ to 2 inch	80 00	85 00			

Miscellaneous.

Chestnut, clear	33 00	@ 35 00	Hickery, old growth	50 00	60 00
Chestnut common	20 00	23 00	Hickery, 2nd growth	70 00	80 00
Basswood white	30 00	32 00	Elm	20 00	22 00
Basswood common	20 00	23 00	Sycamore	24 00	27 00
Maple, clear	25 00	30 00	Sycamore quartered	35 00	40 00
Birch, clear	32 00	36 00	Gum	36 00	41 00
Birch, 1s and 2s	26 00	30 00	Butternut	45 00	50 00
Cottonwood	20 00	22 00			

Detroit, Mich.

DETROIT, Dec. 29th, 1888.

Uppers, Selects, Stocks, etc.

Uppers, 4-4	$43 00		Shop, 5-4, 6-4 & 8-4	$28 50	
5x4, 6x4 & 8x4	43 00		Fine common, 4x4	31 00	
3 & 4 in	50 00		5x4, 6x4 & 8x4	33 00	
Selects, 4x4	38 00		Stocks, 1x12 & 1x10, No. 1	19 00	
5x4, 6x4 & 8x4	38 00		1x12, & 1x10, No. 2	16 00	
Shop, 4x4	24 00		1x12, & 1x10, No. 3	13 00	

Flooring, Siding, Ceiling, etc.

Flooring, select common	22 00		Roofing, D & M	16 00	
No. 1 common	18 00		Siding, clear	21 50	
No. 1 fencing	16 50		A	20 50	
Ceiling, select common	25 00		B	18 50	
No. 1 common	22 00		C	13 50	
No. 1 fencing	20 00				

Bill Stuff and Culls.

Bill stuff, ordinary sizes:			26 to 28 ft	14 00	
12 to 16 ft	12 00		30 to 34 ft	16 00	
18 to 20 ft	12 50		Ship culls	12 00	
22 to 24 ft	13 00		Mill culls	10 00	

Shingles and Lath.

Shingles, clear, 18 in. Ex	3 25		6 in. stocks clear, Ex	4 00	
10 in. clear, 18 in.	3 00		5 in. stocks clear, Ex	4 80	
6 in. clear, 18 in.	2 00		Lath	2 10	

Add for surfacing one or two sides, $1.

Buffalo and Tonawanda, N. Y.

BUFFALO, Dec. 27th, 1888.

Trade the past week has been very quiet, but as little was expected none were disappointed. The prices for all kinds of stock keep well up to former quotations, with little or no change. Stocks are not large though the assortment is good, and as a good trade is expected after the holiday season is over, the dealers feel buoyant.

At Touawanda trade is quite brisk in all grades of lumber, and dealers confidently expect to do an increased business during the winter. Lumber will advance all round within the next ninety days if the expression of leading lumbermen here are to be taken as a criterion.. Stocks are heavier than last year, and fairly well assorted. Prices remain firm and an advance is noticed in shingles. Trade is better than at the same time last year, but not so heavy as some of the hopeful ones have been anticipating for the month past.

Norway Pine—Rough.

No. 1, 1 & 1¼ in.	20 00	@22 00	Stocks No. 1, 1 & 1¼ in	22 00	
No. 2, 1 & 1¼ in.	15 00	15 50	No. 2, 1 & 1¼ in.	17 00	
No. 3, 1 & 1¼ in.	11 50	12 00	No. 3, 1 & 1¼ in.	12 00	
			Scantling 2x4 to 2x12 12 to 16 ft	13 00	
			Timber, 4x6 to 12x12 16 00	25 00	

White Pine—Rough.

Uppers, 1 in.	$44 00	@45 00	Shelving, No. 1, 13 in. and up	30 00	
1¼, 1½ and 2 in.	44 00	46 00	No. 2, 13 in. & up	22 00	24 00
2½, 3 and 4 in.	54 00	56 00	Fine common, 1 in.	30 00	
Selects, 1 in.	36 00	38 00	1¼, 1½ and 2 in.	30 00	33 00
1¼, 1½ and 2 in.	37 00	40 00	Common, 1 in.	16 00	19 00
2½, 3 and 4 in.	44 00	46 00	1¼ and 1½ in.	17 00	20 00
Cuts, No. 1, 1 in.	27 00	29 00	2 in.	20 00	22 00
1¼, 1½ and 2 in.	32 00	33 00	Coffin boards	16 00	19 00
2½, 3 and 4 in.	37 00	40 00	Box, 1 in.		13 50
No. 2, 1 in.	17 00	19 00	1¼ in. & thicker		13 50
1¼, 1½ and 2 in.	21 00	22 00	A stocks, 1x10		27 00
Moulding, 1 in.	30 00	31 00	1x12		28 00
1¼, 1½ and 2 in.	30 00	31 00	B stocks, 1x6 to 16		17 50
Siding strips, 1 in.		38 00	C stocks, 1x6 to 16		13 50

Dressed Lumber.

	No. 1.	No. 2.	No. 3
Base and Casing under 6 inches	$33 00	$23 00	$16 00
Base and Casing, 6 inches	34 00	25 00	17 00
Base and Casing, 6, 7 and 8 inches	35 00	27 00	20 00
Flooring, 1 and 1¼ inches, 2½ to 5 in. wide	32 00	20 00	14 00
Ceiling, 7/8 in., 2½ to 5 inches wide	33 00	23 00	16 00
Ceiling, 5/8 in., 2½ to 5 inches wide	28 00	22 00	14 00
Ceiling, ½ in., 2½ to 5 inches wide	24 00	18 00	13 00
Philadelphia Fencing	36 00	25 00	17 03
Bevel Siding, 6 inches	23 00	21 00	11 00
Bevel Siding, 5 inches	23 50	19 00	14 00
Bevel Siding, 6 inches	23 00	19 00	14 00
Novelty Siding, 6 inches and over	34 00	21 00	16 00

Shingles and Lath.

Shingles, 18 in. XXX	3 85		Lath, pine No. 1	2 10	2 10
XX	2 80		No. 2		1 60
X	1 25		Norway		1 80
Shingles, 16 in. XXX	3 25		Hemlock		1 60
XX	2 25				
X	90				

Boston, Mass.

BOSTON, Dec. 28th, 1888.

Business naturally eases up at the close of the year, but prices are firm, with good seasonable demand for hard woods, and not much doing in pine. The election results made us feel good, and there is a hopeful feeling throughout the trade n reference to the coming year.

Western Pine—by car load.

Uppers, 1 in	$48 00	@50 00	Fine com., 3 & 4 in	46 00	@50 00
1¼, 1½ & 2 in	50 00	52 00	No 2, 1 in. Fine com.	29 00	30 00
3 & 4 in	55 00	60 00	1¼, 1½ & 2 in	31 00	33 00
Selects, 1 in	42 00	45 00	No. 1 strips, 4 to 6 in	41 00	43 00
1¼, 1½ & 2in	44 00	46 00	No. 2	37 00	38 00
3 & 4 in	48 00	52 00	No. 3	25 00	27 00
Moulding boards, 7 to 11 inch clear	37 00	41 00	Cut ups, 1 to 2 in	26 00	30 00
60 per cent clear	35 00	37 00	Coffin boards	22 00	26 00
Fine common 1 inch	37 00	42 00	Common all widths	20 00	25 00
1¼, 1½ & 2 inch	40 00	42 00	Shipping culls	17 00	19 00

Eastern Pine—Cargo or Car Load.

Nos. 1, 2 & 3	40 00	@43 00	Clapboards, 4 ft., sap clear	40 00	42 00
4	28 00	30 00	Sap, 2nd clear	30 00	32 00
5	23 00	26 00	Heart extra		55 00
Ship'g bds & coarse		16 00	Heart clear		50 00
Refuse		12 00			
West'rn pine clapbds 4 ft. sap extra	43 00	45 00			

Spruce—by Cargo.

Scantling and plank, random cargoes	12 00	@13 00	Coarse, rough	9 00	12 00
Yard orders, ordinary sizes	13 50	14 50	Hemlock bds., rough	10 00	11 00
Yard orders, extra sizes	15 00	16 00	" " dressed		12 00
Clear floor boards		19 00	Clapbds., extra, 4 ft.	28 00	30 00
No. 2		16 00	Clear, 4 ft.	26 00	28 00
			Second clear	20 00	22 00
			No. 1	12 00	15 00

Lath.

Spruce	1 90	@	2 00

Shingles.

Spruce	1 40	@1 50	Cedar, sawed, extra	3 30	@3 50
Pine, 18 in. extra	4 50	4 75	Clear	3 00	3 15
Pine, No. 1	3 50	3 70	Extra, No. 1	2 85	3 00
			Cypress, No. 1, 18 in.	5 00	5 25

New Brunswick Matters.

MADAWASKA, N. B., Dec. 19, 1888.

Editor Canada Lumberman.

We may expect an average output of spruce and pine from this and Victoria county the ensuing season, provided the weather proves favorable, which, however, at the time of writing does not promise well. There has been very little snow as yet, which makes it almost impossible either to push the work forward or portage supplies for the camps. American operators in our cedar forests are making large preparations as usual to keep up their stock, which amounts to from 25 to 30 millions of shingles per year, besides the clapboards and boards which are shipped duty free across the lines.

I am pleased to observe that at last there is a likelihood of steps being taking towards enforcing the payment of duty on timber going into the United States from this province. As matters stand at present the Dominion Government should derive a revenue of from ten to eleven thousand dollars per year on shingles exported from this province, besides a proportionate amount from other lumber exported.

It is indeed a pity that considering our great natural facilities for the economical manufacture of the products of the forests in this province, that we should be compelled to see our resources destroyed by aliens to be manufactured by them in a foreign country. But such, unfortunately, has been the case, and its effects are noticeable on every hand. It is a crying shame for public men, whom the people place in power to protect their interests, allowing year after year a premium to Americans to rob us of our most valuable resources. It is depriving Canada of that protection under the National Policy promised by Sir John, and I hope that ere very long our esteemed veterin premier will remedy the evil once and for all.

The Salmon River mills have been sold to an American party, the price realized being about $3,000. The new proprietor is putting in six shingle machines. The Salmon river is seven miles below the Grand Falls on the provincial side. The mill will give employment to about 75 hands the year round.

P. O. BYRAM.

PERSONAL.

Henry Mack, lumberman, Mill Village, N. S., is dead.

Mr. R. R. Dobell, one of Quebec's largest timber merchants, delivered a very able lecture in that city recently on the subject of Imperial Federation.

Mr. G. B. Pattee, of Perley & Pattee, Ottawa, is reported to have struck a rich silver mine in Arazona. THE LUMBERMAN offers its congratulations. Shake.

Mr. A. H. Campbell, president of the Muskoka Mill and Lumber Co., has been elected a member of the council of the Toronto Board of Trade, to fill the vacancy caused by the death of the late Hon. James Patton.

Mr. E. H. Bronson, M.P.P., for Ottawa, is spoken of as likely to be offered a portfolio in the Mowat Government as soon as one becomes vacant. Mr. Bronson is among Ottawa's wealthiest and most extensive lumber operators, and is an old and able politician.

THE LUMBERMAN offers its congratulations to Mr. E. J. Price, lumberman, of Chicoutimi, Que., on his recent promotion to the Senate. Mr. Price's wide business experience, and extensive knowledge of public affairs will do him good service in the onorous duties of his new office, and we have no doubt but that he will prove a worthy representative in this most important branch of the government of the Dominion.

Mr. Jos. McCraken, formerly of Amherstburg, Ont., has annexed his interests to the United States and is engaged in the lumber business in Carning, Ark. His specialties are square oak timber, staves and lumber. He is located on Black and Current rivers and finds there a fine quality of oak, ash, rock elm and satin wood. The square timber is rafted and the staves are carried in barges down Current to the Big Black river, thence to Jacksonport, Ark., then on the White river to Terene, Miss., and down the Mississippi to New Orleans. From here it is shipped to Liverpool, London and Greenock. He employs between 50 and 60 men.

FIRE RECORD.

The saw mill at Scandinavia, Man., has been burned.

Hemmingson's sawmill at Scandinavia, Man., was destroyed by fire Dec. 13th, through a spark falling on the roof. Loss $2,000.

The shingle mill owned by Mr. Marshall and operated by Brady & Hartley, at Washago, Ont., was totally destroyed by fire about the middle of December. Most of the machinery in the mill was quite new and was not insured. The loss to Brady & Hartley will be about $800. Mr. Thomson is also a loser, having some of his planing and pump-making machinery in the buiding. The mill will likely be re-built.

—Messrs. Cornwal, Hayward and Bell of the Bellingham Bay and British Columbia Railway Co., say they will immediately cause to be erected at Sehome, a saw mill to cut 100,000 feet in ten hours ; that the railroad in early spring will go to the Nooksack River Coal mines, and eastward through the Cascade Mountains. Mr. Cornwal predicts 50,000 people for the city on Bellingham Bay within five years.

—It is estimated that about 700,000,000 feet of logs have been got out in the Puget Sound district, W. T., this year, and although there is a large over supply, it is expected there will be a considerable increase next year, owing to numerous new milling enterprises.

THEY WILL FIGHT THE RAILWAYS.

A Representative Meeting of Ontario Lumbermen.

A meeting of the lumbermen of the province was held in the Board of Trade rooms in the city of Toronto, on the 28th ult. The meeting was called solely for the purpose of taking into consideration some plan of action regarding the unsatisfactory tariff rates on the Grand Trunk and other railways.

The attendance was not as large as it doubtless would have been had the meeting been called either before or after the holiday season.

Among those present were the following : Messrs. Flatt & Bradley, (per Mr. Patterson), Hamilton ; Geo. Cormack, Whitby ; J.J.C. Thomson, of R. Thomson & Co., Hamilton ; A.H. Campbell, president Muskoka Mill and Lumber Co., Toronto ; A. K. McIntosh, Toronto ; Robt. L. McCormack, West Toronto Junc. ; Tennant & Co., Toronto ; T. W. Walker, Agt. The Rathbun Co., Deseronto., Toronto ; C. W. Burns, Jr., South River ; Donogh & Oliver, Toronto ; S. C. Kanady & Co., Toronto ; M. Brennan & Sons, Hamilton ; Patterson Bros., Hamilton ; J. R. Vanfleet, Brantford ; T. H. Willmott, for Willmott & McIntosh, Toronto ; McCraney, McCool & Wilson, Toronto ; A. G. Mortimer, Editor CANADA LUMBERMAN, Peterboro. ; W. J. Holliday, Toronto ; N. Dyment, Barrie ; W. P. Hartney, Stouffvillle ; F. A. Bowden, Toronto ; D. Laplante, Toronto ; J. Scott, Georgian Bay Lumber Co., Waubaushene ; Jas. Tennant, for Christie, Kerr & Co., Toronto ; W. D. Matthews, President Toronto Board of Trade.

Mr. A. H. Campbell was unanimously called to the chair. Mr. A. K. McIntosh opened the meeting by reviewing the work that had already been done towards securing a satisfactory redress of the grievances the lumbermen of the province were laboring under through the one-sided action of the railway companies. He said that every effort had been made for years to induce the Grand Trunk railway to amend its present unfair system of charging by weight at the point of destination, but all their efforts had so far been unavailing. Matters had now arrived at a crisis, and concerted action was necessary to press the lumbermen's claim, if not by fair arbitration, then through the medium of the courts. Some weeks previous they held a meeting and decided to present their grievances to the Hon. O. Mowat, and ask him to attempt their redress. The Premier after four weeks consideration has accepted a retainer, and has instilled into the lumbermen sauguine expectations of the outcome of the coming struggle.

Mr. John Donogh, of Messrs. Donogh & Oliver, next took up the question in detail, showing that the lumbermen's grievances of to-day had extended over a period of twenty years, in fact ever since the car trade commenced to develop. The pressure was now becoming intolorable. Deputation after deputation had waited on the representatives of the Grand Trunk railway, but their demands had invariably been ignored.

Bad as their trouble had been before in bringing lumber over the Northern railway, it had materially increased since the Grand Trunk assumed control. It is with the G. T. R. that the lumbermen's grievances mainly lie, as this road annually handle nine-tenths of the lumber going into Toronto. The general system adopted by American railways, was a rate per thousand feet, and this was all that was asked for here. They did not desire to dictate prices to the railways, as they were quite willing to pay good value for all they received. So long as the present system was in vogue, neither the manufacturer, the wholesaler or the retailer, had any way of determining the freight charges on a car of lumber. The lumbermen wanted one of two things—either that a scale of rates per feet be adopted, or that the railway companies make provision for the weighing of both cars and lumber at each point of shipment. The lumbermen's counsel, Hon. Mr. Mowat, had laid his views before them in writing, and it was evident from the information therein contained, that the lumbermen's case was a strong one. In fact information had been furnished that was almost sure to lead to victory. If Mr. Mowat's advice proved correct it would revolutionize the carrying trade, not only of lumber, but of all other classes of freight.

A general discussion ensued, in which representatives from different points took part. The question of the almost continuous scarcity of cars, and the consequent stagnation in moving lumber from one point to another, was also touched upon, the opinion being that there should also be some means of relief found to overcome this difficulty.

The feeling of the meeting was in favor of avoiding the courts if possible, and the making of one more effort to arrive at an understanding with the railway authorities, failing in which legal proceedings would at once be instituted.

It was thereupon resolved, "That this meeting approve of the engagement of Hon. Oliver Mowat as counsel, and that a committee nominated by the meeting be appointed to act with Mr. Mowat to wait upon Mr. Hickson and Mr. VanHorne with a statement of our grievances, and failing a prompt and proper remedy from this source that such steps be taken,, under the advice of Mr. Mowat, as may be necessary to secure our proper rights.

The following committee was then appointed : Messrs. Scott, Brennan, Thompson, Ferguson, Dyment, Donogh, Willmott and McIntosh.

It was understood that the above gentlemen were to act as convenors of the deputation, with power to add to their number. After a vote of thanks being tendered to the chairman, the meeting adjourned.

SPLINTERS.

SOME interested parties at Port Arthur, attempted to boom a big demonstration in commemoration of the Privy Council's recent decision *re* the disputed territory. The effort appears to have been a failure, however.

* * *

THE *Lumber Trade Journal*, of Chicago, has purchased the subscription list and advertising patronage of *Lumber*, Chicago's youngest lumber journal, recently conducted by A. H. Hitchcock. With four lumber papers the metropolis of the West certainly had one too many, and the yearling, though a healthy child for its age, had to succomb.

* * *

OWING to the action of the Dominion Government in lowering freight rates on the Intercolonial railway, Quebec shippers are now sending large quantities of deals forward from Quebec to Halifax, a distance of 678 miles, at which point they are shipped to Europe. Although it makes a pretty long haul, shipments of lumber over the Intercolonial to the seaboard increased from 116,000,000 to 161,000,000 feet in 1887 as compared with 1886.

* * *

IN the official report of the French Forestry Department the countries of Europe are classed as follows : Those in which the production were less than the consumption are the United Kingdom, France, Belguim, Holland, Italy, Spain, Portugal, Greece and Denmark. Those in which the production is equal to or greater than the consumption are Russia, Sweden, Norway, Austria, Hungary, Germany and Switzerland.

* * *

A MONTH or two ago THE LUMBERMAN published an article from the pen of Dr. Otto Hahn, of Reuthagen, Germany, on the manufacture of pulp out of sawdust and pine fibre. It is interesting to know that the patent on this side of the Atlantic was transferred the other day to American capitalists for a cash consideration of $150,000. It is said that previous to this patent being procured several Canadians knew of the means of working up pine fibre into pulp for the purpose of paper manufacture, but they allowed the chance to go by. It is now known that excellent paper can be made out of sawdust, and in Germany operations on a very large scale are being pushed forward.

* * *

THE revenue obtained by the Dominion Government from the sale of timber and mineral leases in the disputed territory claimed by Ontario was small. The regulations were the same as those in vogue in Manitoba and the North-west. Private parties could not secure timber properties unless the properties were first put up for competition. The limits went to the individuals offering the largest bonus. In addition the Dominion collected a ground rental of $5 per square mils per annum, in addition to a royalty of 5 per cent. on all lumber sales.

* * *

A TIMBER berth, consisting of 14 square miles, being No. 2. Ballantyne, was sold by the Ontario Government by public auction, on Dec. 11th. Donald McMaster, of Alexander, bought it at $2,750 per square mile. The area being small, lumbermen had ample time to inspect it, and the result was that the bidding was spirited and did not slacken untill the price had risen $400 per square mile over the highest bid for the same limit a year ago. The following are some of the lumbermen represented : Cook Bros., Mr. Maxwell, John Waldie, McArthur Bros., Toronto ; James Rayside, M. P. P., Lancaster ; Klock, Hale & Booth, A. Fraser, Ottawa ; Mr. Pack, Cleveland ; M. McCoy, Renfrew ; Mr. Thos Murray, M. P. P., Pembroke ; Beck & Co., Penetanguishene.

UNWISE CANADIAN LEGISLATION.

Under the above caption, Edward Jack, of Fredericton, N. B., writes to a New York journal as follows :—

"The writer is not sufficiently well acquainted with the state of matters in Ontario to discuss the question of the propriety or impropriety of the export duty levied there on Canadian logs, but, in so far as this duty affects the St. John, full acquaintance with its situation and circumstances enables him to say that it has been a great injury to the people residing in New Brunswick, adjacent to its banks, as well as the railway and other interests of the Province of Quebec.

Commencing at a point three miles above the Grand Falls of the St. John, for nearly seventy miles, the center of that narrow river is the boundary between the United States and Canada ; above this, in Maine, as well as in Quebec, there are vast forests, the timber from which must be driven down the St. John.

For thirty-three miles of the distance, where the St. John is the boundary, the New Brunswick railway skirts its shores, and there would be no difficulty in this railway crossing into the State of Maine, to carry manufactured woods sawn from lumber cut in the Province of Quebec, did not this unwise law virtually forbid it.

The residents along the river in the locality referred to being nearly all Acadian French, they are one in everything but nominal nationality, more especially as the river is bridged by ice for a considerable portion of the year.

Anything approaching the effectual carrying out of an export duty law in this great country of forests is impossible ; hence its only effect is to reduce the value of the standing trees, as well as that of labor in the country adjacent, because, however, everyone may know the impossibility of carrying out this law. Captalists will not invest large sums of money in mills on the American side to manafcture wood cut on the English side, in dread of the terrors of the existing law; and thus it is that the United States is the gainer by $2 per M on spruce and $3.50 per M, B. M., on Cedar logs, being the amount of duty levied on the same in the United States. While the New Brunswick Railway, the land holders in Quebec, and the *habitants* on the river are the losers of this.

After all, the whole question is whether the sawing shall be done at one point along the river or on the opposite bank, at the distance of a few hundred feet, and thereby save the sums mentioned ; the difference in benefits to the people on either side being but a trifle, no matter where such mill was erected, for they are *French*, and brothers, wherever their residence may be.

[We don't know who Mr. Edward Jack, of Fredericton, N. B., is, but from what we can glean from the above, and other letters from the same source, we have formed the opinion that though the writer assumes to live in Canada, his interests lie more in the United States than they do in this country. His arguments, if arguments they be, certainly do not correspond with the views of the lumber trade of New Brunswick, but will doubtless find favor across the lines.—ED. LUMBERMAN.]

THE TIMBER TRADE OF QUEBEC.

Messrs. J. Bell Forsyth & Co. Review the Trade of the Past Twelve Months.

We have again the pleasure of laying before the trade the usual statements of supply, export and stock remaining, together with prices current, tonnage employed, &c.

In Ocean Steamships the steady increase often noted in these circulars has not been realized this year, while the decrease in sailing ships so greatly felt in the past is alarming: and of schooners, colliers, &c., from the Gulf and Lower St. Lawrence the increase continues to be satisfactory.

We are happy to state for the benefit of all concerned in our trade, that an amicable adjustment has been arrived at between the Merchants of Quebec and the Ship Labourer's Society, by which rules detrimental to the trade and onerous to ship-owners have been annulled. This barrier to vessels loading here, especially steamships, having been removed, great results may be anticipated for the benefit of the employee as well as the employer.

The statement of supply handed to us by the Superintendent of Cullers, shows a slight increase in the quantity measured over the very limited manufacture of 1887, with a corresponding increase in the quantity exported, and in some woods, White pine especially, the most diminutive wintering stock on record. The total of all woods measured this year is 6,035,269 feet, while 8,551,-[illegible] feet have been exported, and only 5,617,723 feet are wintering in the Coves.

Prices generally opened at slightly advanced rates, which continued all season with a further marked increase toward the close.

WHITE PINE.—The supply has been unusually small, although slightly above that of 1887, and it is a remarkable fact and worthy of record that the entire stock is held by shippers, and the manufacturers for once have sold out all their stock in this market, and in many instances their entire manufacture for delivery next year. Such a healthy state of things is unprecedented we believe, and while the production this winter will be on a larger scale than during the past two or three seasons, it will not be in any way excessive, and in our opinion is warranted by the healthy demand in Great Britian as well as in this market. The enhanced value of Pine Timber Limits is very significient and a sure index of the scarcity of this great staple of our trade.

WANEY—Has been in better request than Square all season, and sales were readily effected as lots arrived, and in many instances were contracted for last spring or in early summer. The supply though light, has been unusually good as to quality. In the stock remaining, just one-half of that of 1887, some old and inferior wood is included. The production this winter is likely to be on a moderate scale—clean, large, girthy wood being more difficult to procure than ever.

SQUARE.—The few new rafts manufactured last season were readily disposed of at good prices, but old timber was not so easily placed until towards the autumn, when the short supply and favorable accounts from Great Britain caused this wood to be more and more appreciated until finally every stick passed out of the manufacturers' hands into those of the shippers, The local demand has been steady all season and is likely to continue.

The square wintering is less than last year by 1,714,-[illegible] feet, and contains the usual proportion of common and inferior wood unfit for shipment, culls, &c.

	Supply.	Export.	Stock.
1888	1,791,113 Square.	6,020,000	2,580,591 Square.
	2,029,013 Waney.		1,226,900 Waney.
1887	1,168,547 Square...	5,127,080	4,294,851 Square.
	2,069,083 Waney...		2,449,403 Waney.

RED PINE.—This wood has been in good demand, especially for fresh parcels. The supply, though small, has been sufficient and the stock very light, yet slightly in excess of last year. The Irish demand, once so enormous, is at present very limited, and this wood does not command the attention it formerly did.

	Supply.	Export.	Stock.
1888	582,305	465,369	464,691
1887	591,646	405,720	404,124

OAK.—Good and choice lots have been in fair request all season. Prices have advanced and the stock wintering though sumewhat heavier than last year, is under average. From all reports the manufacture will be light this winter. There is little wintering at Garden Island or Collins Bay.

	Supply.	Export.	Stock.
1888	1,139,252	1,178,920	824,283
1887	746,243	1,012,160	748,673

ELM.—The supply of this wood has greatly fallen off, the export exceeding last year. and the quantity in stock fully one-half less. Standing Elm is difficult to procure in large quantities, and present prices leave little margin for profits to the manufacturer.

	Supply.	Export.	Stock.
1888	171,388	504,080	241,571
1887	221,358	405,040	502,773

ASH.—Both the supply and shipment have been light, and the wintering stock, composed to some extent of old and inferior wood, is less than last year and under the average.

	Supply.	Export.	Stock.
1888	150,361	217,720	275,193
1887	114,282	191,840	287,174

BIRCH—Is completely shipped out, the stock being nil. Contracts have been freely made at our quotations.

	Supply.	Export.	Stock.
1888	168,562	165,760	1,422
1887	112,990	192,680	12,935

STAVES.—There is nothing encouraging in this branch of our trade which was once such an important and profitable item of shipment. Not only was the great demand for the British Isles a leading feature in the past, but Spain Portugal and France formerly drew considerable supplies direct from this port.

		Supply.	Export.	Stock.
1888	Pipe.....	79	55	53
	Puncheon.	386	112	118
1887	Pipe.....	44	220	41
	Puncheon.	156	306	33

DEALS—PINE—Have been in fair demand all season, though the advance in freights and scarcity of tonnage militated considerably against the export, which would otherwise have been much greater owing to the demand in Great Britain, especially towards the autumn. Our figures show only a small portion of the Deal trade of Canada, the bulk of the Ottawa "cut" and other mills West being shipped from Montreal. Prices have been well maintained, the demand being stronger than usual for the lower qualities. Michigan Deals have been received and shipped as heretofore, one cargo only being included in our wintering stock. The excitement now prevailing in Ottawa and elsewhere regarding lumber for the South American markets will likely lead to large transactions, in which case the manufacture of Deals will be considerably curtailed.

	Supply.	Export.	Stock.
1888	1,546,565	1,189,490	827,416
1887	1,487,138	1,365,510	670,341

DEALS—SPRUCE—Have been in good request, and both supply and shipment fully up to the average. Prices have advanced, as will be seen by our quotations, at which rates contracts have been freely entered into for next season's delivery.

	Supply.	Export.	Stock.
1888	2,739,993	2,448,156	1,132,428
1887	2,301,996	2,399,489	990,591

SAWN LUMBER—Has been in good request both for export and home consumption. The quantity of this lumber for shipment to the United States being greatly on the increase, and the lower grades formerly neglected being now in active demand. We quote Pine at $15 to $18 per thousand feet b. m. and Spruce at $10 to $12, according to specification and quality.

Freights opened at 18s. to 20s. for Timber, and 42s. 6d. to 45s. Deals, and continued at about these rates up to July, when they advanced, and finally closed at 25s. to 30s. for Timber, and 80s. Deals, with tonnage very scarce.

Rat Portage Protests.

Editor Canada Lumberman:

SIR,—As chairman of a public meeting held this evening, I am directed to write you on behalf of the citizens of Rat Portage, in order that through your columns the public at large may become aware immediately of the hardship we are likely to suffer.

Our district rejoiced exceedingly upon obtaining a decision of the great constitutional question involved in the St. Catharines Lumbering and Milling Company's case. We thought that the settlement of this question by the Privy Council would put an end to the many drawbacks and disadvantages we have had to suffer for the last eight years. But no sooner has the decision been made public than we are informed that orders have been issued from the Department of Crown Lands of Ontario to compel the cessation of certain legitimate lumbering operations in our district. A petition (a copy of which is enclosed to you herewith) has been sent to the Department of Crown Lands, which will, we hope, grant us relief. But it was thought advisable to ask the co-operation of your assistance.

The relief that we ask for in the petition is only of a temporary nature, and for this winter; and our district is not at all desirous of interfering with whatever policy in the timber interest may be deemed as the best for our province by our Legislature.

The effect of the carrying out of the present order of the Crown Lands Department will not only deprive several hundreds of families in our district of their means of support, certainly for this winter, and possibly for next summer, but also cause to be shut down two large mills here that will distribute $10,000 a month in wages alone between them.

This seriously embarrasses the merchants of Rat Portage, and through them, possibly, the wholesale houses who deal with them.

We therefore think that the whole matter should be made known to the public, and trust that you will assist our community in making known our grievance, as we believe that, as soon as realized, our Government will at once take the necessary and proper steps to remedy the same.

Yours, etc.

WM. R. GERRIE,
Acting Reeve.

Rat Portage, December 21st, 1888.

THE PETITION.

To the Honorable the Commissioner of the Department of Crown Lands of Ontario:

The petition of the undersigned, the citizens of the municipality of Rat Portage, begs leave to show as follows:

1. That it was with feelings of great pleasure that we learned that the title question of our lands and minerals in this district had been decided, and we are now looking forward to an era of prosperity and the development of our district.

2. That at present our commercial interests are largely dependent on the operations carried on in our midst by the different lumbering camps and saw mills, all of which employ a large number of the workingmen.

3. That certain of the lumberingmen applied, as has been the custom for the last several years, for licenses or permits to go on this winter as usual and cut logs for the next summer's supply for their mills, but were unable to obtain any permits or licenses until after the decision of the Privy Council.

4. That such lumbermen, though being unable to obtain any permits, were given to understand that your honorable department of the Government would not object to their going upon the limits in question, and build the camps and make the necessary arrangements for the getting out of their logs.

5. That in pursuance of such permission large numbers of men have been, and are now engaged for the winter's work, and still are in the different lumbering camps.

6. That also large amounts of money have been expended, and plant and supplies contracted for from the different merchants of our town, the security for which is mainly dependent upon the due completion of the season's work.

7. That we have just learned with great dismay that it is the intention of your department to order the cessation of all further operations of the above lumbering men for this winter, which also includes the closing next summer of certain large saw-mills in our municipality.

8. That the compliance with such an order involves the loss of employment of about three hundred men, now at work, and at a time in the midst of winter when the channels of labor are closed.

9. That the majority of such men, with their families, will be thrown upon our municipality for support for the balance of the winter, if such an order is enforced.

10. That the fact of having a large number of men suddenly brought into our midst, without employment and without money, and who will have to be fed either by the municipality or by the Government, will also be dangerous and prejudicial to the public peace.

11. That though the said lumbermen are desirous of getting out this season's supply of logs for the next year, yet they are not in any way desirous of avoiding the timber regulations of your Government or the payment of all dues for such timber.

Your petitioners therefore pray:

I. That you will be pleased to take into immediate consideration the gravity of the situation, and the financial loss that will follow from enforcing the order to desist from further lumbering operations for this season.

II. And make such arrangements for this winter that the interest of the province will be guarded and all proper dues collected, but also that the above lumbermen of our district who have camps established may be permitted without hindrance to complete their season's cut, and so make provision for the due operation of the saw mills in this district, some of which would otherwise be closed down.

And your petitioners will ever pray.

—George Brackett has started his new mill on the Snohomish, near Victoria, B.C. The mill will have a capacity of 40,000 feet per day.

THE DUTY ON PORK.

A deputation representing the Canadian Pork Packers' Association waited on the Minister of Customs recently and urged him to recommend the Government to increase the duty on pork in order to further protect the Canadian packers. Two days afterwards the Customs Department was besieged by about twenty representatives of the lumber trade in the Ottawa Valley, protesting against any change in the import duty on pork, but on the contrary urging for a reduction. Were the deputation measured by its financial standing it would be a heavy and solid one indeed, the aggregate capital represented being estimated at not less than twenty million dollars. There were present:—Messrs. E. B. Eddy, E. H. Bronson, M.P.P., J. R. Booth, G. B. Pattee, Wm. Mackey, E. C. Barnett, Robert Skead, J. B. Klock, W. H. Rowley, Hiram Robinson, W. R. Thistle, W. H. Hurdman, A. Gilmour, jr., Berkeley Powell, F. Bronson, John Gilmour, G. H. Perley, and others.

The objects of the deputation were stated by Mr. Booth. He referred to the deputation of the Pork Packers, they had asked the Government to place the import duty on mess pork at one cent a pound and on all other pork at two cents, or else make the rate of duty a uniform one of two cents a pound. He said the lumbermen used annually in their shanties a very large quantity of pork, and the peculiar quality required—heavy mess pork—was not produced in this country, and they were compelled to import it. To increase the duty would be an additional tax on the lumbering interest.

Mr. Eddy said the lumbermen contributed largely to the developement of the country, and he failed to see why they should be taxed on any article which could not be produced in Canada. He had always considered two dollars a barrel too high a charge on salt pork.

Minister Bowell said the Government did not desire to further tax the lumber industry, either by the duties on pork or in any other manner. The question was as to how a plan could be arrived at which would meet the views of not only the deputation but of the Pork Packers, as well as to help the Canadian farmer. He understood the practice in this country was not to fatten the pork as heavy as in the United States, and that the lumbermen did not consider it profitable to buy lean pork. As suggested by the packers, a duty of one cent on mess pork, and two cents on all other pork, would not materially affect the lumberman, seeing that what they imported was mess pork.

Mr. Gilmour said that was the pork used.

Mr. Booth said there was another matter he would like to mention, which was somewhat on a par with the peach basket duty. He had always considered it a hardship that the lumbermen were charged a duty of twenty per cent. on each barrel.

Hon. Mr. Bowell said that brought up the question of the package clause in the tariff. If packages were made free altogether some invoice of goods would contain a package item for two or three times its value. Mr. Booth had referred to the duty on peach baskets. Well, that looked a small thing, but under the law he (Mr. Bowell) thought the Custom officers were right in their interpretation. If our own fruit growers had to pay duty on the baskets in which they packed their fruit, where was the justice in allowing the basket containing fruit grown in the States to come into Canada free? For instance, a Canadian fruit grower who had ten thousand baskets of peaches to place on the market would, if he imported the baskets supposing them to cost five cents each, and have to pay a duty of $125, while the American grower would not only import his peaches free but the baskets also, thereby having an advantage over the Canadian grower to the amount of $125.

Mr. Robinson suggested that the duty on pork should be placed at 8 mills per pound, so that the government could maintain its principle of taxing the packages and relieve the lumbermen.

Mr. Bronson said the question of increasing the duty on pork was one which affected the working classes, and it was in the interests of the lumber trade that the working-man should be enabled to live as cheaply as possible. He believed to increase the cost of living in this way would have a tendency to drive our people to the United States.

Hon. Mr. Bowell—I have always found that the working-man could live as cheap or cheaper in Canada than in any part of the United States.

Mr. Bronson—The policy of the Government is protection to home industries, and the deputation is simply asking for protection to the lumber industry.

Mr. Booth said that a calculation had been made recently which showed that only 33 per cent. of the men who had gone into the lumber industry had been successful.

Hon. Mr. Bowell—All that I can say to the deputation is that in making any recommendations to my colleagues I will endeavor not to interfere either with the lumberman or the pork packer. If Canada produced the pork required for the shanties I would have no hesitation in recommending that the duty be increased two or three cents per pound, but knowing that it is not produced in Canada the matter is one for serious consideration.

THE EXPORT DUTY ON SAWLOGS.

Mr. Booth said there was another matter which he desired to bring before the Minister. Since the Government had increased the duty on saw logs to $3 a thousand an agitation had arisen in the States in favor of increasing the import duty on lumber, and he had learned that a bill was now before Congress with that object in view. If the duty on lumber were increased by Congress it would be a serious matter to the Ottawa lumbermen.

Representations had been made to the Government that large quanties of lumber were being taken from the Georgian Bay district to a greater extent than ever before and being towed in rafts or booms to the Michigan side, and that this practice should be put a stop to. If the export of logs was to be prohibited at all or the duty placed at such a figure as to induce the American lumbermen to manufacture in Canada it became necessary to increase the duty.

Mr. Eddy said he would not be one of the delegation to the Government to ask them to rescind their action. He thought an export duty of $3 a thousand was not too much. If the Americans wanted to increase the duty on lumber, let them. He thought our Government had done perfectly right in increasing the duty on sawlogs.

Mr. Robinson—The lumbermen have been informed that the American Government was now considering the propriety of raising the duty on lumber to $4 a thousand.

Mr. Eddy—Well, let them make it four dollars.

Mr. Bronson said the lumbermen had to pay the intermediate charges between Ottawa and their market, and they themselves would have to pay the duty of four dollars.

Mr. Eddy said he had visited Michigan this fall, and around Alpena and Saginaw had seen the lumbermen cutting up thousands of Canadian logs.

Mr. Bronson said the Ottawa lumbermen's strongest competition came from the Southern States. Southern pine was working further north every year, and it looked very much as if Canadian lumbermen would soon have to accept lower prices for their lumber than in the past.

After some discussion regarding the talked of retaliation by United States lumbermen, which was generally considered of but little account, Mr. Booth expressed himself of the opinion that if the Ontario Government would only make it cumpulsory on purchasers of their limits to manufacture in Canada, that would be the simplest way out of the difficulty.

In reply to an enquiry from Mr. Perley, Hon. Mr. Bowell said that if the local Government were to sell their limits conditional only on the timber being manufactured in Canada, there would be no occasion for an export duty, as the duty was not imposed for revenue purposes, but simply to induce as far as possible, its manufacture in Canada.

The deputation, after thanking the Minister for his courtesy, retired.

Evolution in Logging

There has been a very decided evolution in the methods of getting logs out in the white pine states of the northwest within the past few years. Plenty of snow, a good bottom and lots of cold weather used to be regarded as the first requisite for a successful logging. But experience has shown that the logger who does his skidding early, without much regard to whether there is snow or not, generally comes out on top. The occasions are rare when logs once put on the skids cannot be got to the bank. The ice road pretty effectually surmounts the difficulties which used to surround seasons in which the snow fall was light. But it is entirely evident that the acme of success has not yet been attained in logging. The time was when the ponderous ox team and a pretty substantial sled was deemed sufficient for hauling logs. But oxen have almost universally given way to the four and six-horse teams, and the old-fashioned bobs to the immense bunks, as wide as a house, and capable of carrying a load quite as large. The primitive sprinkling cart, which trailed its double line of water in the tracks of these immense bunk sleds, was regarded, when it was first put into service, as a model of efficiency, and no camp even yet is complete without one, or something which will accomplish the same result. But the sprinkling cart is gradually giving way to the steam road maker, which accomplishes the same result as the sprinkler with the aid of a series of runners, super-heated with steam.

In many localities where the timber is compact, the logging railroad and the steam logger have made their advent, and even cold weather is not regarded as necessary to their successful operation. The merits of these appliances, their limitations and adaptability to particular localities are too well known to require comment. The latest contribution to the equipment of the logging camp is the steam log hauler, with which it is proposed to supercede horse flesh, and at the same time cheapen the cost of getting logs from the stump to the bank. This latest invention can not be said to have fairly passed the experimental stages yet, but the men who control the invention, have such confidence of its successful operation, that they have made twelve or thirteen contracts to haul logs this winter, and in this way will put into service all the machines they have yet turned out. Of course if they can demonstrate, by the practical application of their invention, that money can be saved, they will have no difficulty in either leasing or selling their traction sleds—for such in reality are the new steam log haulers. Because the steam log hauler may work a revolution in logging, the numerous experiments which are to be tried with it this winter will be watched with a great deal of interest.

Who knows but that the time will come when steam will furnish the greater part of the power employed in the woods, and supercede to a large extent the muscle, human and animal, which has heretofore been employed? Why not a steam traction engine to haul the logs, a steam saw to cut down the trees and cut up the logs, light traction engines to do the toting over lines of travel which cannot be traversed by the railroads, steam to do the skidding and to pile the logs high upon the banks. Inventive skill will continue, undoubtedly, to offer new appliances from time to time, and the things already mentioned, and many more not even dreamed of, are among the possibilities in the near future. Ten years ago the farmers of the country would not have thought it possible that, say a thousand acres of grain could be harvested without the help of a small army of men. Now it is accomplished with two or three men to each self-binder. The time may come when vast logging operations may be carried on without filling the camp with an army of men, the "hovels" with a retinue of horses, oxen and mules, and the supply camp with provisions enough to stock a wholesale grocery and a commission house.—*Mississippi Valley Lumberman.*

EXCHANGE ECHOES.

Northwestern Lumberman.

The tariff bill now before the senate leaves the duty on lumber as it now is—$2, but in spite of the late action of Canada upon the export log question, a pressure is being brought to bear to reduce the United States customs duty—that is, the democratic senators are sticking for what they can get of the free trade principle. It is hardly to be expected that much will be accomplished on the protection line until the incoming administration is established. By that time the question of retaliating against Canada will be ripe for agitation.

Quebec Chronicle.

We are glad to note that during the latter part of the summer and fall a quantity of lumber has been shipped here for British ports. Some seven or eight steamers have loaded here entirely mixed cargoes of lumber and deals, and a number of steamers entire cargoes of deals. This is a change we are pleased to see; so much carrying trade being now done by steamer, it bodes well for the future that they have commenced to load here. The change is owing to alterations made last summer by the laborers, who then agreed that they would work in steamers using their own steam winches; this the laborers had previously declined to do, in consequence of which considerable quantities of lumber had been sent to Montreal, but this we hope will not be necessary in future, and that the money spent in shipping will go among our own citizens instead of those in another port. Had it not been for the alterations to which we have alluded, it is extremely unlikely that one of the above named steamers would have loaded here, or done more in this port than change pilots as she passed from Montreal to sea. There were other changes made by the laborers society which we understand have worked well and several vessels have been loaded under the altered rules with satisfaction to the owners of the vessel, shippers of the cargo, and ship laborers. Before the alterations in their regulations were made by the Ship Laborers' Society there were several conferences between some of the shippers and the officers of the Society, and it is satisfactory to know that the efforts made by both parties resulted thus favorably in benefiting the trade of the port, and we shall be glad if more such conferences are held when all sides of the question can be considered.

—G. A. Buchanan of Revelstoke, B.C., has secured some timber lands and will erect a saw mill at Nelson, a new mining town at the junction of the Ainsworth Knotenaw Railway and steamboat navigation on the Columbia and Arrow Lake. The mill wll be in operation early in the spring.

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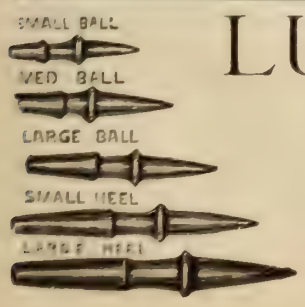

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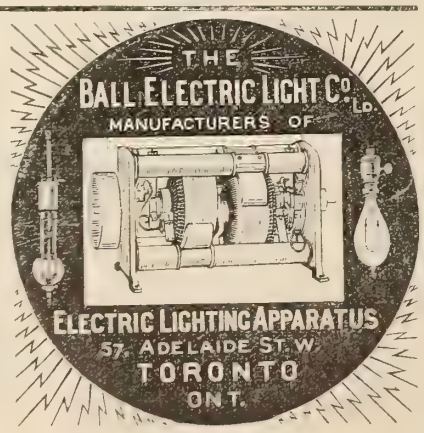

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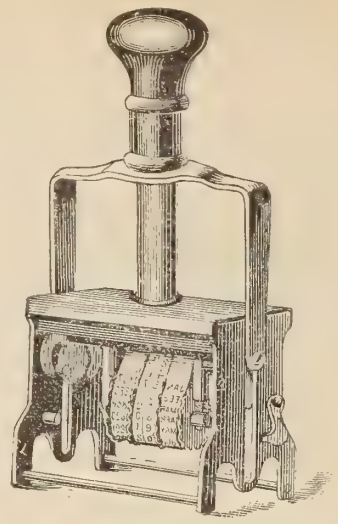

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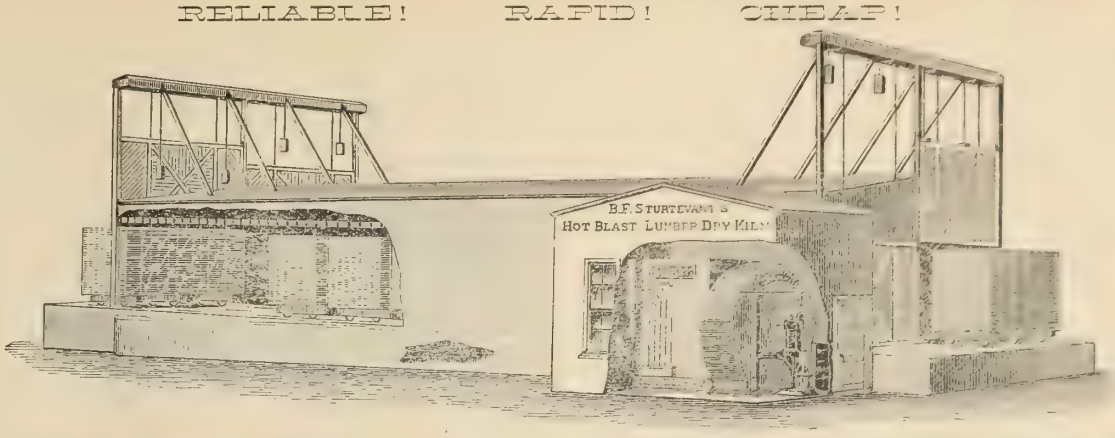

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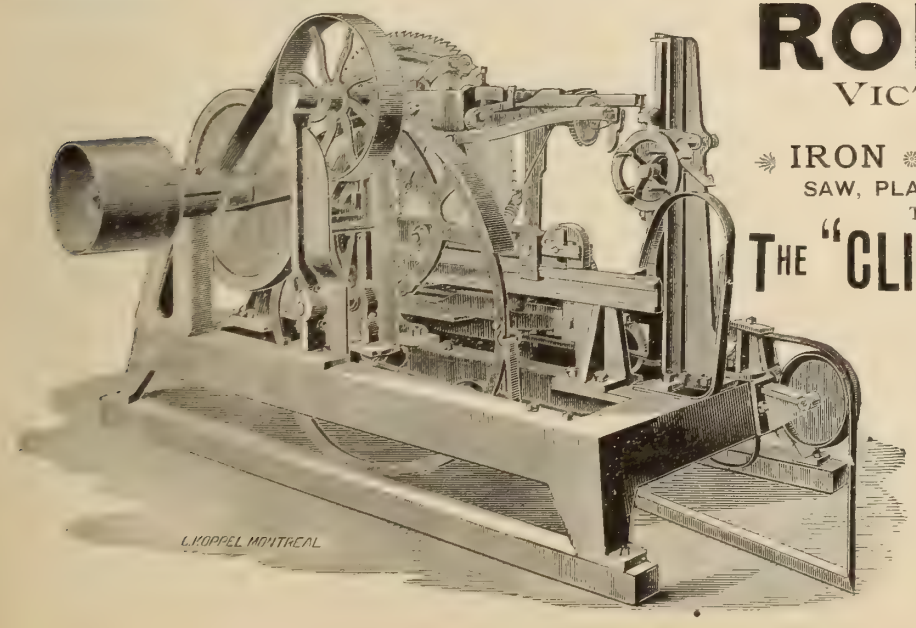

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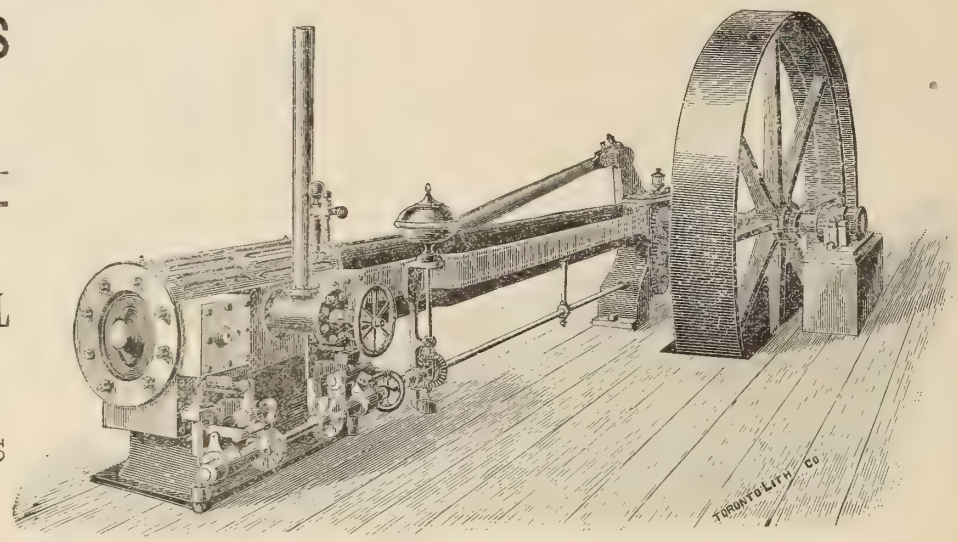

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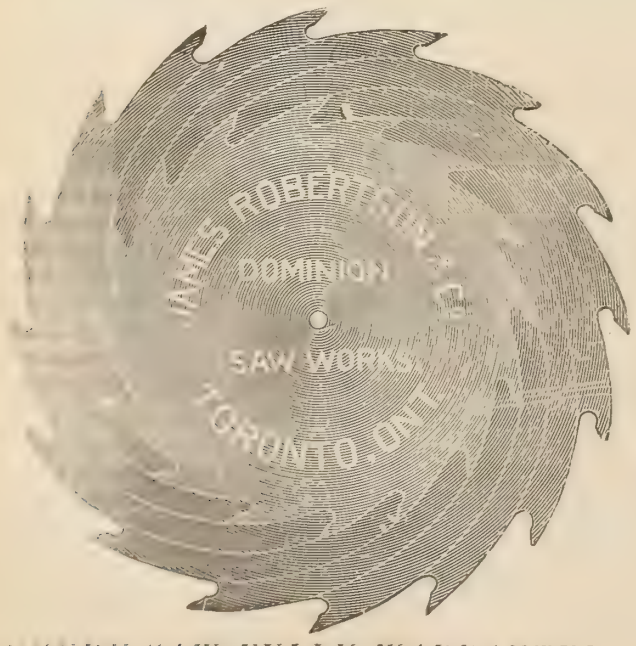

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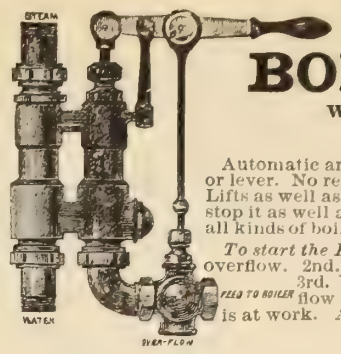

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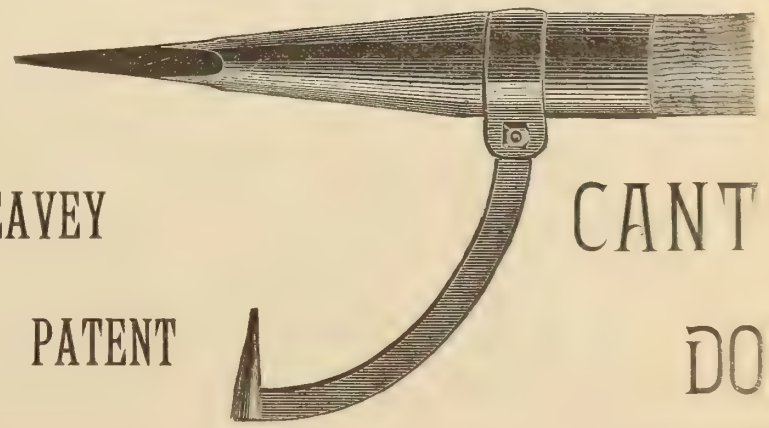

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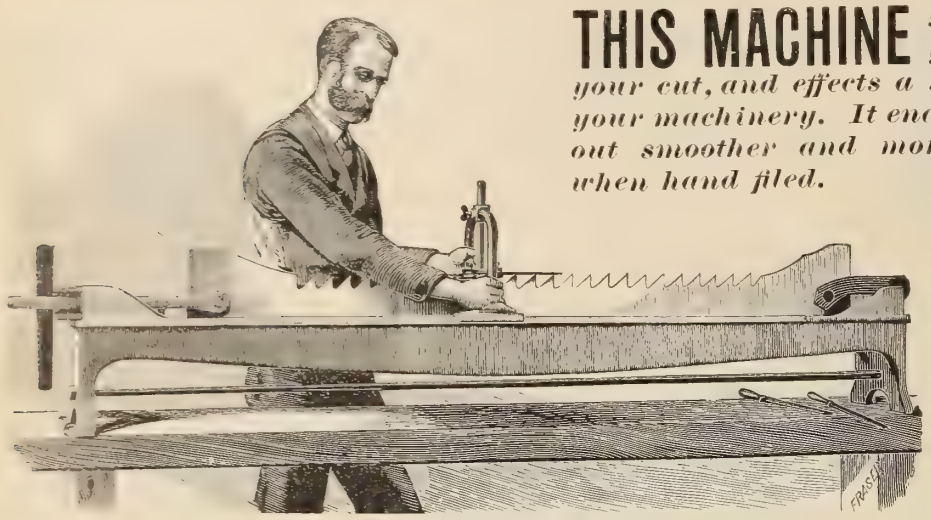

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THE CANADA LUMBERMAN.

VOLUME IX. NUMBER 2. PETERBOROUGH, ONT., FEBRUARY, 1889. TERMS, $1.00 PER YEAR SINGLE COPIES, 10 CENTS

THE CANADA LUMBERMAN

PUBLISHED MONTHLY BY

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OFFICE: SIMCOE STREET, PETERBOROUGH, ONTARIO.

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WE very much regret that through being unable to secure from the manufacturers in time for this issue a sufficient quantity of the special size and style of paper on which THE LUMBERMAN is printed that the present edition is much smaller than was intended. As a result we have been compelled to hold over several pages of important matter, consisting of contributed articles, editorial news, an exhaustive report touching upon the stumpage question of the province of New Brunswick, statistics of the lumber shipments of Nova Scotia and New Brunswick etc., etc. We trust our readers will accept our apology for the non-appearance in our columns this month of these important matters, and in return for the indulgence asked we shall endeavor to make up for the omission in our next issue.

IN many parts of Ontario the scarcity of snow had caused much inconvenience and in some cases a serious check had been put upon lumber operations. It looks as if there would be a short cut. and even that many of the logs that had been prepared could not be got to their destination so that some of the mills were threatened with a short supply. The recent falls of snow have, however, altered the aspect of affairs; in most districts we learn that they have now all they want and are no longer experiencing any difficulty. This being the case there is every probability of the output being up to the average, and indeed in some cases the operations that are being conducted are on an unusually extensive scale.

THE determination that the Canadian authorities have formed not to apply the increased scale of export duties to logs that had been already cut before the announcement of the increase, but to exact only the old rate, will not be considered unreasonable. In these cases of international transactions it is well to avoid even an appearance of harshness and unfairness and to act in a liberal spirit. Of course they had notice beforehand of the possibility of an increase being made, for they would not have made the investment without acquainting themselves with our laws, but there would have been grumbling for which there now will be no excuse. It would be well for our lumbermen if some of our Provincial Governments were as considerate of their own people. The Quebec Administration is making a boast over increased receipts from the forests when they are due to a rising of the dues allowable by the law, but very far from fair in view of investments that had been made on the faith of a continuance of the existing practice.

UNITED STATES Consul Hotchkiss has prepared a report for the United States Secretary of State regarding the question of the recent increase in the export duty on logs. His report, the figures of which were obtained from the trade and navigation returns, shows that the value of American logs brought into Canada from 1880 to 1888 inclusive was $4,319,850, representing 349,599,000 feet. The Canadian logs taken into the United States from Canadian limits during the same period reached 19,932,000 feet, valued at $156,741. The American pine logs imported into Canada with the existence of an export duty of $3 per thousand feet like that of the Dominion would have added $1,648,797 to the United States treasury. For the same period the export duty collected by Canada would have reached $59,796. The major portion of the American logs which reached Canada were felled in Wisconsin and Minnesota. Duty being free they were raised or transported to mills in the Rainy river country in the province of Ontario. Large quantities of the cut were shipped to Winnipeg during the boom.

THE public accounts for Canada for the fiscal year ending June 30th, have been issued. The total ordinary revenue for the year amounted to $35,908,463, and expenditure to $36,718,494 leaving a deficit of $810,031. The total revenue of the year was the largest on record, exceeding that of 1887 by $154,000, and that of 1883 by $114,000, while compared with 1878, it shows an increase of $13,000,000. Dominion lands returned $217,083 during the year, an increase of $25,000, while interest on investments gave $932,025, or a decrease of $58,000. From the Post Office service the receipts reached $2,379,241, a gain of $360,000 over 1887, or more than half the entire receipts at Confederation when they reached $525,700. The total earnings of the Intercolonial Railway in 1887-88 amounted to $2,912,783, and the working expenses reached $3,276,441, leaving a deficit of $363,043, compared with a deficit of $232,105 in the preceding year. The Prince Edward Island Railway earned $158,363, and the cost of operation was $229,639, a deficit of $71,275, against a deficit of $48,934 in 1887. The Customs revenue was $22,105,926. Excise returned $6,071,486, or about $1,200,000 more than last year.

A DISPATCH from Washington under date of January 17th, says that Mr. Farquhar, of New York, has introduced into Congress a bill that may to some extent prevent the importation of Canadian timber if it becomes law. It is evidently aimed at the Joggins rafts in particular, but its effect is likely to be a little more far-reaching. The bill provides that after the passage of the Act no raft of large logs or lumber shall be brought into or taken out of any harbor, port, or place in the United States on the Atlantic, Pacific or Gulf coasts, nor shall any raft of logs or timber that may be brought into and upon any of the great lakes from any river, stream, port or place in the Dominion of Canada, or any other foreign port, be towed, navigated, or in any manner propelled in or upon any of the great lakes or navigable streams connecting the same within the jurisdiction of the United States." The penalty fixed is the forfeiture of the timber or logs contained in the raft. The bill referred to, if passed, will in no wise cause any dissatisfaction in this country. In fact so far as we can see the objects of the bill is in furtherence of the move already taken by the Dominion Government in increasing the export duty on logs. As far as we are aware Canadian lumbermen have looked upon the carrying of Canadian logs across the lines in rafts as they do the cutting of Canadian timber and floating it to American ports in the usual way. There is practically no difference except in the mode of transit. We have only to reiterate the off-repeated statement that Canadians desire to see our timber manufactured at home and not in a foreign country, and any move by Congress in furtherance of this object will be looked upon with favor, not only by the Dominion Government, but by the great majority of our own people.

THE petitions to Congress from some of the lumbermen of the northern States, asking or retaliation for the increased export duty on logs, contains much that is suggestive. According to their own showing there is such a failure of their own forests that it is absolutely necessary for them to have recourse to ours to obtain the raw material for their mills. If this is even approximately near the truth the necessity for the increased export duty is established, for without it there would be such a rush for our saw logs that it is our own mills that would soon be without raw material. Of course their suggestions of its being proposed absolutely to prohibit the export of saw logs is unfounded, and indeed such a step would not seem to be necessary, as from the bitterness of their complaints they evidently regard the new duty as sufficient to frustrate their designs. That they had already made large investments in Ontario limits has been denied, but even if it had not been incontestable it is now plainly avowed. The coolness with which they claim the right to strip our forest is amusing, as if Canadian lumbermen thus to be deprived were quite unworthy of consideration. If our neighbors want our forest the least they can do is to set up their mills here and put themselves in the same position as our people. Their threats of retaliation are loud, but before they can be carried out there are other people to be consulted.

SPLINTERS.

THE *Wood Pulp News* is the name of a small weekly paper just started in New York. As its name implies it is devoted to paper making fibre interests. The industry is growing and the new paper will doubtless grow and prosper with it.

* * *

WE are in receipt of a useful little hand book, issued by Mr. H. R. Hardy, of the Crown Lands Department, Toronto, giving the Land, Lumber and Mining Regulations of Ontario with Notes. Anyone seeking information on any of these subjects can find it on a glance at its pages.

* * *

THE opinion seems to be freely expressed that in the event of Congress refusing to add an additional duty on Canadian lumber that Americans owning limits on the north shore of the Georgian Bay in Ontario will likely be induced to erect mills at the south shore ports, provided the G.T.R. would give satisfactory rates. The cost of towing logs would be about equivalent to the cost of shipping lumber down.

* * *

THE *Monetary Times* commends to the sawmill owners who are wrestling with the sawdust problem the action of Maine millmen, who ship large quantities of that material for use instead of sand in mortar, as well as for the making of moulding and cornice work. If some enterprising Canadian would enter into the business of the economic disposition of the sawdust that accumulates around the mills of that province he would reap a fortune as well as nsure the blessing of all concerned in the fisheries.

* * *

PARTICULAR attention is directed to the different spaces in this issue of THE LUMBERMAN occupied by Messrs. T. McAvity & Sons, of St. John, N.B. This firm have for many years had a wide reputation among the lumber trade for the many specialities manufactured by them, and their standing for fair and liberal dealing is too well known to need comment here They call particular attention this month to the Orono Cant Dogs, lumber driver's Boot Calks, an improved Boiler Feeder, and the Gaskin patent Saw Bench and Jointer.

A MICHIGAN lumberman is credited with saying that the action of the Dominion government on the export duty question would tend to increase stumpage on the American side. Mill men short of timber and having extensive plants on their hands would be forced to pay more for timber when deprived of Canada as a source of supply, and the stumpage owner would not be compelled to lie awake nights to size up the situation. He regarded the increase of duty on logs in Canada as a retaliatory act, but inasmuch as the American people had declared for a high protective tariff, it was but natural that the Canadians should protect their own pine trees with both hands and feet if necessary. And they seem inclined to.

"THE question arises, If Canada does not want America to have Canadian logs except at an excessive export duty, why should America want Canadian lumber at an import duty that will bring it in direct competition with the American product? America is in great shape to supply all the lumber she needs."—*N. W. Lumberman.* Our contemporary should be aware by this time that the policy of the Dominion Government is not to encourage American enterprise, but to foster the industries of our own country. We have the advantage in this country over the Americans in the way of timber, and we want to make the most out of our opportunities. To do this our timber has to be manufactured at home, and, our contemporary's assertion to the contrary notwithstanding, we feel satisfied that the demand for the United States will not only continue but increase every year. Being in such a happy state of mind Canadian lumbermen can afford to rest their souls in patience.

THE FUTURE OF THE TRADE.

Those who are not content to take things as they find them at the moment, but like to look forward in order to influence the course of events if possible, or at least to be prepared for them, often give serious thought to the future of the lumber trade in this country. Evidently the present style of operating cannot continue indefinitely in the older Provinces. The capability of our forests to stand the drain now going on cannot last for ever and in the absence of authoritative information some men are inclined to place the exhaustion they foretell at a very early date. In Ontario the lumbermen are now seeking their timber further back till it is difficult to get the logs to the mills the same season. The limits yet to be put on the market are inconsiderable by comparison, and upon those already in private hands great inroads have been made in most cases. In the province of Quebec the situation is very similar, and the same may be said of the Maritime Provinces which at all events show no such heavy output of pine. In Manitoba and the Territories the forests have never been more than sufficient for local requirements and cannot last very long. It is very different when we cross the Rockies to the forests of British Columbia are so extensive and heavily timbered that in ordinary parlance they may well be called inexhaustible.

With the forests of old Canada being thus rapidly depleted it is very natural that some persons, and lumbermen among them, should be impressed with the wisdom of a Conservative policy for the future. There is not only the question of a future scarcity of lumber in this country, a fear that has not much restraining influence upon the present generation, but as the timber grows scarcer it becomes more valuable, and this rising of values will go on with continually accelerated speed. Evidently then it will be well for those possessing property of this kind to refrain from forcing their lumber into the market obtaining only a bare profit, as has sometimes been the case. Those who can afford to hold back will probably realize more by so doing whether they dispose of the limit or the lumber. The great objection to thus holding the forests is the risk of fire, and in some cases where the danger is very great and is increasing this motive will undoubtedly force an early cut. In other cases the prospective increase of value should want a greater expenditure on protection against fire.

It must be taken into consideration in estimating the duration of our forests that our neighbors, at least in the northern States, have been going ahead even more rapidly than ourselves in forest depletion. In a recent petition to Congress the Michigan and Wisconsin mill owners speak plainly of no longer having logs to supply their mills. Even without this confession the fact however would be obvious from the extensive purchases that they have been making of Ontario limits, the great preparations they were making for transporting logs, and their intense disgust at having their plans frustrated by the recent increase of the export duty.

This brings us to the consideration of the markets for lumber in the future. The mill owners of the northern States are making strenuous efforts to induce the Washington authorities to "retaliate" for the increased Canadian export duty of logs by raising the import duty on lumber. If, however, half they say is true about their being driven by scarcity to obtain our logs, there seems little likelihood that the United States consumers would long submit to duties which in that case they would have to pay. Even if the duty were increased there would soon be an overwhelming agitation for the reduction again. But even if the higher duty were maintained it would not be so formidable as it would have been a few years ago. Other markets are increasing in importance. Fresh efforts are being made to extend some of these such as the West Indies and South America. When we see that these are being largely supplied by the United State there is room for a shrewd suspicion if not a certainty that the lumber really comes from Canadian forests, and that we might as well supply these customers directly instead of through a middleman. Another feature of this trade is that the demand is chiefly for a more highly finished article than mere rough lumber, and the further profit of the additional manufacturing would be secured. Then again the home market is assuming a greater relative importance. As the country progresses the local demand steadly increases. Already some of our lumbermen are availing themselves of this increased home consumption and are selling in this country as much of their cut as possible. Even one firm which exports largely, having its mill in an old settled agricultural district, has a yearly sale of all its culls and inferior lumber which sells at very satisfactory prices to the neighboring farmers and to small jobbers. Thus the cost of carrying an inferior article long distances is avoided, and the superior grades being so closely selected bring an exceptionally good price with rapid sale. In other mills or subsidiary factories the rough lumber is being more highly manufactured, and everything that can be used is turned to some account in both these ways adding greatly to the profits from a given number of logs. One firm especially have little or no mill waste, everything, even to the sawdust, being utilized and much of the cut being used as raw material for further manufacture.

Another feature of the trade of the future is the greater attention that is being paid now, and will be even more in coming years, to other kinds of timber as pine forests diminish. We have many excellent woods in larger quantity that may well be used for many purposes to save our pine, besides other uses for which they are specially adapted.

There can be little doubt that in the trade of the future there will not be the same haste as in the past to cut down a pine tree, saw it into lumber and rush it off to a foreign market thus to be sold for little more than the wages expended in the production. Greater caution in cutting, more regard for conserving the forests, a search for the most remunerative markets, closer ulitization of the raw material, and manufacture carried to a more advanced stage, will be more and more the order of the day.

THE EUROPEAN TIMBER SUPPLY.

The *Timber Trades Journal* under date, December 29th, last, says: "As this is the last opportunity we shall have of noticing the distribution of our timber imports this year, it may be well to point out the contrasts they furnish and the peculiarities by which they are distinguished, as these form a sort of index to the direction the trade is likely to take when the new season commences. London, which for awhile appeared disinclined to be convinced that trade was really improving, and imported during the first half of the year with a sparing hand, seemed all at once to rouse itself to the occasion and to enter the arena of competition for the stock of timber goods abroad like a giant refreshed with wine, and of the excess of importation this year over the last (exceeding 500,000 loads) London has absorbed since June 193,649 loads, or nearly two-fifths of the whole surplus throughout the three kingdoms. Liverpool which has been doing a good trade, and importing freely all the season, is 77,000 loads in excess; Hull, also great in capital and enterprise, and pushing its trade in all directions, is but 18,000 loads over its last year's figures to 30th November; and Cardiff, also doing an immense business in coal, metals, and timber, has a surplus import of the latter represented by about 66,500 loads; while Newcastle, the most ancient and celebrated of all our coal and shipbuilding ports, one of the first to feel the benefit of the revival of shipbuilding, and now in full trade, has not ventured any greater depth into the wave of timber importation than an extra sale of about 2,000 loads would equalise.

Thus the port of London has imported more largely in excess, after being almost regarded as out of the running, than the four next great centres of trade on the English coast, east and west, by no less than 80,000 loads.

We must not, however, overlook the spirited efforts of Grimsby and Hartlepool to push themselves into the front rank of our timber emporiums, each of them having imported about 65,000 loads more than they did to same date last year, with no small quantity yet under charter to these ports and some of the ships overdue.

With regard to the London market it is difficult to say what has been fairly imported and what has come forward for sale to take the chance of the saleroom. It does not follow that ships consigned to our leading brokers contain cargoes ordered by them. Their business is to accept consignments of timber ships and to do the best they can for the shippers according to instructions, whether it be to hold the goods for a raise or throw them on the market at once for what they will fetch, and where the option is left to their own discretion they may be relied on to keep the shipper's interest in view, which is, in fact, coincident with their own.

It may even happen that they have been consulted as to the cargo to be shipped beforehand, and they have advised a postponement of the shipment. Nevertheless they deal with it, if consigned to them, just the same, though not by any means responsible for its coming forward. But in comparatively small provincial centres of the trade this system is not likely to be adopted to any considerable extent, and we may, therefore, from the figures before us, set down the striking enlargement of our importation to an equally expanding demand, or to the belief of the importers of these excesses that such a demand is impending.

It is remarkable too that in the excess of importation of timber goods London and Liverpool have absorbed more than all the other ports of England, Scotland, and Ireland together, or as thus:—

Excess of London over last year....	193,649	lds.
Ditto Liverpool.....	77,004	"
	270,653	"

which being deducted from the difference on the whole excess up to the end of November leaves 202,565 loads for the excess in all the other ports of the three kingdoms.

The Scotch ports also show for the most part a considerable increase up to date on what they did last year, and Leith appears equally remarkable for what it did in this way. In October she had imported 71,530 loads, to which if we add what has come forward since, viz: 11,809, we have to credit that great fishing town with 83,339 loads, against 71,230 loads at a corresponding date last year, We are sorry to see that the two great Irish ports, Dublin and Belfast, are both behind their last year's importation, though the last named still keeps the lead of the metropolitan city in its timber supply.

We took occasion in the summer to congratulate the trade in Ireland on its evident and general revival, and we are glad to see that, with the two rather remarkable exceptions mentioned, the other chief centres of importation, Cork, Derry, Sligo, Calway, Limerick, and Waterford, are all doing a larger business than they did in 1887. So that in fact, if no untoward event interrupts the course of trade, no political or financial crisis, we may look forward to a steady recovery of all the ocean trade we lost between the years 1884 and 1886, and a time when every man who devotes himself steadily to the pursuit he follows may look for a good return for the diligence he bestows on it, and especially the timber trade, which is full of hope engendered by its present surroundings.

NOTES FROM THE NORTH.

[From our Own Correspondent.]

MIDLAND.

The mill commonly known as Cooks, but which for the last two years has been owned and run by Messrs. Miscampbell & Dickinson, again did good work during the season of 1888, having turned out, as usual in good shape, eleven million feet. They are in a heavy contract to cut for the Emery Lumber Co'y, of Saginaw for some years, and with some few alterations they purpose making in the mill this winter, anticipate cutting at least fifteen millions in 1889.

The logs of the Emery Lumber Co., are taken out on the Wahnipatae river, and are towed from French river to Midland. Their log crop from this point this winter will foot up some seventeen millions.

The Ontario Lumber Co.'s mill here cut about three and a half millions during 1888, but were sadly hindered by the frequent disasters to rafts on the Bay. They purpose getting through with some six millions this coming season.

Messrs. Peters & Cain have again to shake themselves by the hand after another successful season. This is a live concern—all workers—and their little mill pushed through the season without a day's stop. Their logs are obtained principally from the Parry Sound district and looks a really nice stock. It is their intention to stretch things a little and put up for 1889 between four and five millions. They are happy in the possession of such an able and experienced a manager for their mill as Mr. William McCluichy.

Chew Bros. had a successful season and cut about three millions including half a million hardwood. They expect to cut the coming season about four millions with the same proportion of hardwood. They are at present moving their mill to the site formerly held by Tait & Wylie here and whose mill was burned down. This change will add greatly to their room and it is to be hoped correspondingly to their wealth. They are hard working and deserving men.

PENETANGUISHENE.

Messrs. C. Beck & Co., had a good season and manipulated some ten million feet at their two mills. They will put up at least twelve millions this coming season. The logs are brought chiefly from Strawauaga and French rivers. I understand that they have a contract extending over some years to cut for Smith & Co., Tonawanda, and with such machinery as has been put in their two mills at an immense cost they cannot fail to do good work.

Mr. D. Davidson, who is possessed of fully as much decency as push, put together last year about three million feet, one-third of which was hardwood. He makes a specialty of red oak, and prides himself on his good sidings, for which he always obtains the highest price. He expects to cut about three millions this season. C. McGibbon, like his neighbor, has a slight "penchant" for hardwoods, and cuts about the same proportion out of his stock. He put together last year in good style between two and a half and three millions and will cut about the same this season.

STURGEON BAY.

In this hamlet we find the well-appointed circular mills owned by James Playfair & Co. Last year proved a good season for them, and they turned out without a hitch some four and a-half millions. Their limits are very handy to the mill, and at the present time they are rushing in the logs with the intention of cutting at least five millions this season. The mill is expected to start about February 15th, and for a send off will cut some (200,000) two hundred thousand feet of timber intended for the addition which is to be immediately made to the G. T. R. elevator at Midland. (The Georgian Bay Lumber Co., will furnish the remainder of the material for this work.) The shingle mill will be again stocked to her fullest capacity. In visiting this mill one is struck with the "pull together" feeling which seems to pervade the place, and Mr. Playfair must make a success of his business when he is so fortunate as to have the assistance of such men as Mr. F. McNabb for the mill, Mr. Henry Shields for the bush, and Mr. Fred Cameron in the yard.

FRENCH RIVER.

Considering the late start the mill had, the Ontario Lumber Co. did a good year's business. Their total cut was about two millions, and they are to be congratulated on having shown a vast improvement in manufacture on previous years. Messrs J. Shaw, of Forest, and Simon Fraser, of Amherstburg, purchased from the Company in the neighborhood of seven million feet, which was cut and put up under the supervision of their agent, Mr. Frank R. Weston. The last two millions of their purchase was taken from logs cut in the Commanda district, and the sidings from those would gladden the heart of any lumberman to look at. This branch of the Ontario Lumber Co.'s business has been carefully handled by Mr. C. W. Pitt, and the mill has for its foreman the worthy old stayer Mr. William Thompson. It is the intention to make material changes in the mill for the coming season, and which alteration will be pushed forward after the 1st February. The cut for 1889 will reach ten million. During the past year the Company shipped by vessel a little over a eleven million feet.

PERSONAL.

Mr. Little, manager of the Ross-McLaren Lumber Co., has left Ottawa for British Columbia. This Company expect to cut 80,000,000 feet of lumber next season in the Pacific province,

From the municipal election returns for the Province of Ontario recently published, we recognize the names of a number of well-known lumbermen who have been elected to represent the interests of their respective municipalities. There are no doubt omissions in our list, as it would be next to impossible to make it complete from memory. Among the mayors we find Messrs. Isaac Cockburn, Gravenhurst, and Mr. Graham, of the firm of Graham, Horne & Co., Port Arthur. Reeves: Messrs. A. McAuslan, Galt; Chas. McGibbon, Penetanguishene; R. Truax, Walkerton, and J. Lennox, Parkdale. Aldermen: Messrs. Robt. Cruickshank and Thos. Patterson, Hamilton; William Hepburn, Stratford. Councillors: Messrs. D. Vansickle, Geo. Ball and August Hertel, Barrie; Luther Cheyne, Brampton; Thos. Basset and John Chamberlain, Collingwood; G. Kress, Durham; H. J. Hurlburt, Mitchell; George Hughes and John Cringle, Mount Forest; W. Joy, Napanee; C. Beck, Penetanguishene; Duncan Fisher, Paisley; Wm. McDonald, Lucknow; Wm. Lucas, Markdale; J. Ament, Brussels; Thos. D. Duncombe, Waterford; A. A. Morden, Wellington; Arthur Jones, Wiarton; R. Beckett, Smith's Falls; Robert Smith, Tilsonburg; L. Peacock and John A. Bain, Woodstock; S. Gillies, Ailsa Craig; Abner Nichols, Carleton Place; Jos. Davenport, Midland; J. D. Baptie, Peterborough; Geo. Augustine, Port Colborne.

AMERICAN NOTES.

—The official figures of the input of lumber at Tonawanda, N.Y., have been compiled by United States Collector, T. H. Chapman, and show an increase of 52,000,000 feet over the business of last year. The receipts by lake were 569,522,850 feet, and by rail 15,000,000, giving a total of 584,000,000 feet, against 532,000,000 in 1887.

—Of the 2,020,000,000 feet of lumber received in Chicago during the past year it appears that 1,136,324,000 feet, of 56¼ per cent. of the whole amount, went into local consumption.

—The output of the saw mills at Muskegon amounted to only 550,000,000 feet the past season despite the fact that the season was an exceptionally long one. The cut in 1884 was about 700,000,000 feet. The cut of logs this winter wil be about 100,000,000 less than it was last.

—P. W. Scribner, Tonawanda N.Y., lately opened a bonded yard, in which he will keep 2,000,000 feet of Canadian lumber.

—It is estimated that about 700,000,000 feet of logs were gotten out in the Puget Sound district, W. T. last year.

—Alpena shipped this season 212,425,000 feet of lumber; 12,102,000 shingles; 6,557,000 lath; 382,000 cedar posts; 218,900 railway ties; 775 cords of cedar and 220 cords of match timber.

—During 1888 the Alpena mills produced about 200,000,000 feet of lumber, against 202,000,000 the preceding year. There was also produced 43,348,000 lath, and 33,960,000 shingles. The concerns are carrying over about 30,000,000 feet of lumber, and there is about 100,000,000 feet of old logs in the river, mostly all in boom limits.

—The water shipments of lumber from Muskegon, Mich., for 1888, are given as follows: April, 34,946,000 feet; May, 72,299,000; June, 64,222,000; July, 50,480,000; August 63,616,000; September, 66,493,000: October, 69,022,000; November, 59,716,000; total, 480,794,000 feet. The total water shipments of shingles for the same period were 169,113,000.

—An Ohio stave manufacturer says: "All the staves used in this country are made in Indiana, Michigan, Northwestern Ohio and Canada. Indiana turns out about 75,000,000, Michigan 600,000,000, Canada 200,000,000, and Northwestern Ohio makes a big third of all the staves used in the United States. In Northwestern Ohio there are more staves made today than ever before, and I believe the business has doubled within the past ten years, and we look for a greater increase in the years to come.

—During 1887 37,507,579 feet of lumber, valued at $501,244, was shipped from Puget Sound, W.T., ports to Australia, Melbourne taking 26,623,449 feet. The Hawaiian Islands took 13,697,096 feet, Chili 11,617,797, and Peru, China, the Argentine Confederation, Mexico, Brazil, Uruguay and the Samoa Islands a total of 8,870,911, making the aggregate exports 71,693,383 feet. The total shipments from Puget Sound ports for the first six months of 1888 were as follows: January, 30,644,000 feet; February, 27,480,937; March, 27,293,334; April, 23,028,991; May, 38,252,816; June, 27,221,090; total, 173,921,168; feet, valued at $2,273,612. The foreign shipments show an increase over the same period of 1887, especially in valuation, the total being 55,007,089, feet, valued at $705,583. Of this amount 38,575,733 feet, valued at $504,651, went to Australia, Melbourne taking 24,055,761 feet, valued at $314,225. The foreign shipments for the first half of 1888 were as follows, by months: January, 8,108,359 feet; February, 11,188,588; March, 3,879,862; April, 9,014,589; May, 12,824,767; June, 9,991,015.

—On the basis of the whole railroad system of the country aggregating 160,000 miles, the total annual consumption of ties, taking into consideration the average life and destruction, is estimated at about 422,000,000, equivalent to 3,200,000,000 feet of lumber.

—The mill docks of the Saginaw river hold 356,865,000 feet of lumber. It compares favorably with a year ago, at which time there was on dock 339,565,951 feet. The quantity unsold this season is estimated at 298,975,000 feet, and the quantity on dock sold at 57,890,000 feet, against 64,230,195 feet a year ago. The rail shipments from the valley for 1888 amounted to 320,000,000 feet, against 261,500,000 for the preceding year.

—Messrs. Flatt, Bradley & Co., of East Saginaw, Mich., and Hamilton, Ont., report that the outlook for the coming year is considered exceptionally favorable. At vessel points in Michigan staves have brought prices as follows: Canada pipe, $180 a gross; white oak, West India, $50; barrel staves, $35; oak timber, 25 cents a cubic foot. Flatt, Bradley & Co., have handled during the season 150,000 cubic feet of oak timber; 25,511 Canada pipe staves and 11,944 barrel staves.

Cutting an Oak 1,000 Years Old.

The old oak in Woodbridgetown, Conn., remarkable for its huge dimensions, was felled to the ground the other day, after five hours of chopping by four men. The trunk was 27 feet 6 inches in diameter, and contained over 1,100 layers or rings, showing that it was above a thousand years old. The tree was said to be the largest in New England. So grand and beautiful was it that R. R. Wiseman, of New Haven, made an etching of it some time ago, copies of which are now in great demand. In October, 1882, the Quinnipiac Oak Tree Association held a celebration around the old tree, about one thousand people being present. The oak was decorated with hundreds of large American flags, and speeches commemorative of the occasion were made.

CASUALTIES.

Alfred Falardeau, in the employ of the Georgian Bay Lumber Co., of Waubaushine, Ont., while crossing Matchedash Bay some days ago broke through the ice and was drowned.

A young man named W. J. Borer, was nearly cut in two by a saw and instantly killed recently while at work in his father's saw mill near Dundas, Ont.

James McKenzie, employed in Lewis' mill, near Essex Centre, Ont., was badly injured some days ago, through falling under a log. His right arm and leg were broken, and he also sustained internal injuries.

FIRE RECORD.

A fire broke out in the engine house of Brown & Rutherford's lumber mills, Winnipeg, Man., recently, and damaged the premises to the extent of $500.

New Forestry Laws.

The New York State Forestry Commission in their annual report mention particularly three things as absolutely necessary for a basis of future action.

First, they urge that additional forest lands be acquired by the State by purchase. Those now in its possession have been acquired at tax sales. They are in isolated parcels, many of them, and are very difficult to take care of. Their boundaries in many instances are almost impossible to define. They are subject to constant encroachment. If the intervening lands could be acquired so as to make one, or even three or four or half a dozen large tracts, they could be much more easily and economically managed.

In the second place, the laws relating to prevention of fire need to be made more stringent, and new laws need to be passed to encourage tree planting and forest culture. Lands once made bare of trees can be made valuable again by the judicious planting of forest saplings and a partial remission of taxes in favor of owners of land who plant trees systematically is recommended by the commission.

In the third place, the commissioners are very decided in their opinion that railroads should be kept out of the forest regions. They say that these roads are the curse of the woods ; that they start more fires than any other agency, and cause more destruction of timber than any other. A forest preserve and a railroad cannot possibly co-exist contemporaneously. The State must choose which it will have. If it wants a forest preserve it must keep out the railways.

There are other matters considered in the report, which is an able and thorough presentation of the subject ; but these three are fundamental, and, as the Commissioners say, "without such legislation any scheme of forest preservation will, it is believed, prove to be a mockery and end in disastrous failure."

Maclaren-Ross Lumber Company.

The *Canada Gazette* contains an application for incorporation from the Maclaren-Ross Lumber Company. It is stated that the purpose for which incorporation is sought are to carry on the business of lumbering in all its branches and all other incidental business : to manufacture furniture, doors, sashes, blinds, and any other articles of which wood shall form a component part, and to build and operate grist mills and saw mills, and to carry on all business usually connected therewith, with power to purchase, sell and deal in grain, flour and breadstuffs generally throughout the Dominion ; to work mines, mineral and mining rights, to crush, smelt and otherwise render marketable the produce of any mines, whether belonging to the company or not ; to purchase and vend general merchandise and to carry on in all its branches farming and stock raising, as well as generally to do all such other things as are incidental or conductive to the attainment of the above objects. The chief place of business of the company is to be at Ottawa. The intended amount of capital stock is $500,000 ; the number of shares is to be one thousand and the amount of each share to be the value of $500.

The incorporators of the company are given as follows : James Maclaren, Buckingham, Que., lumber merchant ; Frank Ross, Quebec, merchant ; John Theodore Ross, Quebec, merchant ; Leonard Creenham Little, Montreal, merchant ; William Henry Higgins, of New Westminister, B. C., lumberman ; Charles David Rand, of Vancouver, B. C., estate broker : David Maclaren, of Wakefield, Que., merchant ; John Maclaren, of Buckingham, gentleman, and Alexander Maclaren, Buckingham, gentleman, of whom James Maclaren, F. Ross, J. T. Ross, L. G. Little, W. H. Higgins, C. D. Rand and David Maclaren are to be the first or provincial directors of the company.

The Proposed Algonkin Forest.

A movement has been started to induce the Canadian government to establish a forest and reserve on the water-shed between the Lake Huron and Ottawa River, in the picturesque and, as yet, well-wooded region round Island Lake, the source of the Muskoka River, which flows into Lake Huron. Otter Slide Lake from which flows the Petewawa, a feeder of the Ottawa, is only about a half mile away. The proposed reservation will include some 330,000 acres of land and 60,000 acres of water surface, or about 600 square miles in all. If in the form of a square it would be nearly twenty-five miles on a side. The government will be asked to create a public forest, define its boundaries, appoint a forester and assistants who shall be empowered to cut mature timber, under suitable regulations. The manifest advantages of maintaining a forest cover on the headwaters of these important streams, that will supply permanently and regularly a considerable output of lumber, furnish a model of scientifically managed woodland, and at the same time preserve a healthful region, now well stocked with game and fish, as a resort for those seeking recreation.

Firing with Sawdust.

I see that one of your correspondents wants to know something about firing with sawdust. I will explain how I fired a sawmill boiler. I fired and run the engine for three years. The engine was 16x24, cutting off at ⅝ stroke, and the boiler was 5x18 feet, with 58 four-inch flues, engine running 100 revolutions per minute. There were two band saws, edger, trimmer and other machinery. At first I had considerable trouble with the firing, and tried everything I could think of without success, until I hit upon the method which I will now describe. I got from a mill near by two wheebarrowfuls of hard cinders, about the size of a hen's egg, and spread them upon the grate, putting most of them upon the sides, and in the corners, and just enough to cover the grates in the middle. I then put sawdust on about five or six inches thick evenly. I then gave the night watchman instructions how to arrange the furnace in the morning before starting the fire. I told him to scrape the cinders back and forth until the fine stuff had all fallen through, and then to put in cinders enough to keep up the same amount. After that I had no more trouble in keeping up steam, and most of the time I had to keep the bottom doors nearly closed, or the steam would be blowing off. This may seem strange to some before trying, but I found it to be the most economical way to fire a sawdust boiler. I forgot to say that five minutes before dinner I would fill up the furnace pretty well with sawdust, and shut all the doors of the furnace, and the damper, about one quarter, and open about five minutes before starting.—H.B. in *Power*.

Our Lumber Exports.

Every year from 150,000,000 to 200,000,000 feet of the lumber cut in the Ottawa Valley is shipped to South America, West Indies, Australia and the Cape of Good Hope. It goes principally by the large lumber export firms, such as Shepherd, Morse & Co., the Canada Export Co., New York Export Lumber Co. and Messrs. Bronson & Weston, and Dunham of Burlington, N. Y.

That so much Ottawa lumber should go to South America, is at the first sight rather a remarkable statement. As it is well known that the Amazon and La Platta countries of South America, are noted for the large quantities of valuable hardwood timber taken out and exported from Buenos Ayres, Rio Janeiro, and other ports to all parts of the civilized world.

An agent of one of the largest export lumber firms in this city speaking to a reporter said : "South America is one of the largest markets there is for certain classes of lumber cut in the Ottawa valley. A large percentage of the lumber cut at the Chaudiere every year is shipped by rail and boat to New York, Boston and other American shipping ports, where it is loaded on sailing vessels and taken to Buenos Ayres, La Platta and other large ports on the Atlantic coast of South America. It is very interesting to note the manner in which the lumber is carried to its destination after leaving the vessels. The firms to whom we sell this lumber at these South American ports in turn ship it to the interior of the continent. In fact some of it is taken right across the continent to the Pacific side of the Andes mountains.

Upon the arrival of a ship load of lumber at Buenos Ayres for instance, the lumber is unloaded from the vessel and simply dumped upon the docks where it is loaded on the backs of mules for transport inland. Remember they have no railroads in that country. The lumber is carried in that primitive manner far into the interior of the continent, through immense forests, over mountain ranges, through morasses and swamps and along narrow footpaths over the mountains, which in this country it would be considered exceedingly dangerous for a man to pass over on foot. These mules take a load of from 400 to 500 feet of lumber. "They carry this load far into the interior for a thousand miles or more."

"What is the lumber used for ?"

"It is used almost entirely for building purposes, and I am told that in almost every part of that vast continent, even in the very interior on the large plateaus or steppes of the country, may be seen houses and buildings constructed of lumber cut on the Ottawa River and its tributaries, taken as I have told you to its destination."

"Why is not the lumber of the country used for buildings purposes ?"

"Well the lumber cut in South America, chiefly in the Amazon country, is mostly hard wood such as mahogany, rose wood and other fine heard woods, which although peculiarly adapted for some purposes are entirely unfit for building, as they will not stand the weather and are very hard to work. Our Canadian lumber is light, stands the weather far better than any of their domestic lumber, and is soft and easy to work, consequently it is used almost entirely."

"What class of lumber is chiefly used ?"

"What is known as good stocks—that is, lumber with sound knots and cut from the hart of the tree. What is known as sidings or the soft clear outsidings of the logs, is of no use for the South American market, as it is more liable to warp and will not stand the weather."

"This lumber must be very valuable in South America after such shipment as you describe."

"Yes it is. For instance lumber that costs here from $14 to $18 per thousand feet, would cost from $25 to $30 at Buenos Ayres or La Platta, and from $50 to $60 in the interior."

"Is the South American market an extensive one ?"

"It is one of our best foreign markets, as Canadian lumber is much preferred to the Michigan lumber, or in fact to any other kind of lumber simply because ours is better manufactured, sounder knotted and stands the weather better. The market is very large and is increasing year by year."—*Ottawa Journal.*

Lumber Shipments from Ottawa.

The following returns furnished by the United States Consul at Ottawa show the total quantities of lumber shipped from the Ottawa district to the United States in the last three months of 1888, and the values as compared with the returns for the same months of 1887 :

	Value in 1888.	Value in 1887.
Sawed lumber	$621,301.91	$542,413.98
Box shooks	45,604.67	12,789.16
Laths	11,028.10	17,368.39
Pickets	5,851.05	4,953.43
Bark	5,565.00	6,283.00
Railway ties	1,046.63	6,451.56
Shingles	625.30	2,049.70
Match blocks	318.50	.....
Telegraph poles	96.00	355.75
Fire wood	60.75	.....
Fence posts	52.02	581.90
	$691,549.93	$593,246.87

	Feet.	Value.
Lumber in bond for export in 1888	9,882,584	$151,545.84
Lumber for duty and consumption	35,139,124	469,756.07
Other for consumption		70,248.02
		$691,549.93

Lumber shipped by rail.....28,355,436 feet
" " " water.....16,666,272 "

The quantities shipped during the last three months of 1888 were as follows: Sawn lumber, 45,021,708 feet ; laths, 9,172,250 pieces ; bark, 1,113 cords ; railway ties, 5,216 ; shingles, 429,000 ; match blocks, 9 cords ; telegraph poles, 120 ; pickets, 575,400 ; firewood, 13½ cords ; fence posts, 204, and box shooks to the value of $45,604.

CORRESPONDENCE.

Export Duty on Saw Logs.

Editor Canada Lumberman:

There is, perhaps, no subject which deserves greater consideration at the hands of the lumbermen of Ontario at the present moment than the possible, or perhaps more correctly, the probable, effect on the trade of the recent action of the Federal Government in increasing the export duty on saw logs from $2 to $3 per thousand feet.

Without stopping to consider the right of the Federal Government to depreciate the value of timber limits, the property of the Ontario Government, and those to whom they have sold them, by putting an export duty on the products of the forest, it is sufficent to show what results may be expected to flow from the action, to prove that it is unwise. It may be safely assumed that the small additional income to be derived from the extra duty is not the moving cause o the increase, as that would be no justification for a step which may produce dire results to an industry, next to agriculture, by far the most important to the prosperity of Ontario. What then is the motive? That generally stated is to force the sawing of the logs into lumber in Canada, and thus provide occupation for an additional number of working men. This, if there was a market for the additional quantity of lumber to be manufactured, might have weight; but there is far more lumber already made in Canada than can be sold there, or exported to England. It is evident that the closing of the United States market, by an increase in the duty on sawn lumber, which will probably follow the rise in the export duty on logs, would cause a glut fatal to the interests of those engaged in the trade, and instead of giving additional occupation to workmen, would throw many out of employment.

The Georgian Bay is the locality more immediately affected by the action lately taken, and it is to prevent lumbermen owning mills in Michigan, who have in good faith purchased extensive limits in that section, with the avowed purpose of towing the logs to their mills at Bay City, Saginaw, and other points, from carrying out their intention, that this export duty has been imposed. So long as the export duty did not exceed the duty levied by the United States on sawn lumber, there was nothing manifestly unfair in the impost, but when that duty is increased 50 per cent., and amounts to over 40 per cent. on the value of the raw material, whilst the United States duty is only 20 per cent. on the manufactured artice, it would not be surprising if the duty on lumber was doubled as a sort of retaliatory measure, for what will be considered an unjustifiable act.

The effect of this must be patent to every one connected with the business. A large proportion of the lumber manufactured on the Georgian Bay is of a grade, which might at the present rate of duty, be exported to the United States without loss, if without profit. If the duty is raised a loss to the extent of the increase in duty must inevitably be incurred, a loss which the lumberman, burdened as he is by heavy taxation, causing a large increase in the cost of production, without one counter-balancing advantage, is unable to bear.

But the disastrous effects of an increase in the duty levied by the United States would not rest here. Although the Georgian Bay district might suffer the most, every lumberman would participate. The United States market being closed to the lower grades of lumber, Canada must be made the sacrifice market for what would otherwise have been turned into American gold. Its very limited market would be at once glutted, values demoralized, credit shaken, and ruin overtake many who have been for years toiling for a livelihood, mills would be shut down or run on half time, and a large number of men dependent on this industry for the support of themselves and their families would be driven to seek employment elsewhere, and swell the numerous and ever-growing colony of Canadians, now resident in the United States.

That the trade with our neighbors is of vast importance to Canada is shown by the published returns, and any blow aimed at the lumber trade would be felt all over the Dominion. During the seven years ending in 1887, the exports of the products of the forest amounted to no less than $162,642,015, being more than one-fourth of the whole exports of the Dominion for the same period. The lumber represented by nearly one-half of this large sum was exported to, and paid for, by the U. S. whither, in spite of a duty averaging 20 per cent. it was sent as being the best market to be found. Any interference with or additional obstacles thrown in the way of such a trade, must be fraught with disaster to the lumberman, and through him to every other industry of the country.

It has been suggested that instead of an export duty on logs, the Ontario Government should pass a regulation requiring the manufacture within Dominion territory of all pine timber cut on the Crown domain in the province; but this would manifestly be a breach of faith with those to whom they had sold limits without any such condition attached, and could not be supported on any principle of law or equity, whilst any appearance of unfairness in dealing with American purchasers, would only have the effect of intensifying the feelings of bitterness which at present, unhappily, exist. This might be made a condition of sale when any new limits are offered to public competition, but cannot be put in force against those already licensed.

Let not Canada be accused with truth of sharp practice in this matter. Her action, if persisted in, will be detrimental both to her character for honesty and to her commercial interests. It is earnestly hoped that the Order-in Council increasing the export duty will be rescinded and the rate left as it has been for the past. The United States will not be driven into admitting lumber free by Canada levying export duty on logs. They can do without our lumber far better than we can do without their gold, and instead of throwing difficulties in the way of trade with the South, it is Canada's interest to clear away every obstacle which prevents the fullest and freest interchange of commodities between the two countries.

A. H. CAMPBELL.

TORONTO, Jan. 10th, 1889.

New Brunswick Matters

Editor Canada Lumberman.

DEAR SIR,—Every number of your independent and valuable journal demonstrates your untiring watchfulness in the interest of our Dominion, and the lumber trade in particular, which is so much exposed to foreign capital and influence. I note your remarks in the last issue of THE LUMBERMAN regarding the export duty on logs with pleasure.

Mr. Edward Jack's communication to a New York journal reminds me of Oliver Wendall Holmes' remark: "Good feeling helps society to make liars of most of us—not absolute liars; but such careless handlers of the truth that its sharp corners gets terribly rounded." Mr. Jack has rounded the sharp corners of truth so much that our imagination need not be stretched to think he is mistaken, for a gentleman and a scholar will not lie. He says that he "is not sufficiently well acquainted with the state of matters in Ontario to discuss the question of the propriety of the export duty, or impropriety, levied there on Canadian logs; but so far as this duty effects the St. John, full acquaintance with the situation and circumstances enables me to say that it has been a great injury to the people residing in New Brunswick adjacent to its banks, as well as the railway and other interests of the province of Quebec."

If Mr. Jack has any proof of the above assertion he should show it by some facts and figures. To my certain knowledge no export duty has ever been exacted above Grand Falls, consequently it will be difficult for him to show where any injury has been sustained. But if he had said that a very great injury had been sustained to this Province by the present unfair system of allowing aliens to cross the lines, rob our forests and float the logs therefrom past our own mills to build up American capital and labor instead of our own, then he would be stating facts which we can prove. He further says: "Commencing at a point three miles above the Grand Falls of the St. John for nearly seventy miles the center of that narrow river is the boundary between the United States and Canada; above this, in Maine, as well as in Quebec, there are vast forests, the timber from which must be driven down the St. John. For thirty-three miles of this distance, where the St. John is the boundary, the New Brunswick railway skirts its shores, and there would be no difficulty in this railway crossing into the State of Maine, to carry manufactured woods sawn from lumber cut in the Province of Quebec, did not this unwise law virtually forbid it."

Mr. Jack seems to be well posted as to the bounds of our country and the line of the New Brunswick railway; but he does not seem to know that the Messrs. Merchies have laid out many thousands of dollars in the erection of extensive mills on the Little Madawaska, at Edmunston, the terminus of the New Brunswick railway, with the express intention of manufacturing this same Quebec lumber he speaks of. In addition to this I may say that from Edmunston to St. Francis, all along the boundary line on the New Brunswick side, more or less mills are built on streams draining the Quebec lands, and the lumber can be manufactured on these streams equally as well as on the American side. Perhaps Mr. Jack's drift is to kill the milling industry on our own streams and play into the hands of American capitalists and the monopolists of our wild lands, the N. B. R. R. Co. It is easy to see through Mr. Jack's veil and perceive the effort he is making in favor of American capital as an offset to that of Canadian enterprise. The New Brunswick Railway Co. own nearly all this upper country bordering the State of Maine for nearly seventy miles. Some of its stockholders have invested about $30,000 in erecting saw and shingle mills on the American side with the object of manufacturing Provincial logs into lumber. They have done this in order to avoid paying the import duty on manufactured lumber, and also, if possible, the export duty on the logs. The railway stockholders referred to and the members of our Provincial Government seem to have worked together admirably, and as a result the little scheme has worked to a charm. The average cut of shingles annually shipped is in the neighborhood of from 25 to 30 millions, as well as a large output in all kinds of lumber. This is a rough estimate of the amount of timber taken out of one parish in this province to feed American mills. Presuming that the Dominion Government charged but 35 cents per M. feet on the shingles manufactured yearly out of Canadian timber by the Vanburin Mill Co. it would amount to about $9,500 export duty, and that would only be equivalent to what Americans charge as import duty on a similar quantity of shingles.

But few are really aware of the loss to this province through the failure of the Government in enforcing the export duty. What is wanted is the active interest of an independent press to bring this matter home to the Government, but unfortunately it seems as if capital not only holds the press by the throat, but the members of the House of Assembly and the Legislative Council as well.

P. O. BYRAM.

MADAWASKA, Jan. 19th, 1889.

The Duty on Lumber and Logs.

Editor Canada Lumberman.

"During the last quarter of 1888 the Ottawa Mills exported over 35,000 feet of lumber, for consumption, to the United States. The American duty on this shipment amounted to $70,000; but the duty not only takes money out of the pockets of the Canadian lumbermen, but injures the industry by rendering the export of a great deal of lumber unprofitable. None but the best lumber can stand the import of $2 per thousand; the inferior grades are shut out and become a drug on the home market. The Americans obtain about 1-20 of their gross annual consumption of lumber from this country."—*Mail*, Jan. 9, 1889.

"The local consumption in Montreal in 1880 was about 45,000,000 or about 20% of the cut of all mills in Ottawa and vicinity."—CANADA LUMBERMAN, Jan., 1889.

In the whole history of the agitation for Commercial Union, Reciprocity or Annexation, the terms are covertable, not a more complete answer is to be found to the arguments set forth by the advocates of this transparent fraud.—C. U.

The whole force of the arguments used by the promoters of this impracticable scheme lies right here, that it is not profitable to ship the poorer grades of lumber paying the $2 per M. duty, and, as a consequence, these become a drug on the home market.

A more misleading statement cannot be made, equalling that made by Mr. Campbell in his speech to the C. U. Club, Feb. 8, 1888. Read: "Since the abrogation of the treaty (reciprocity) until the end of 1886, a period of 20 years, Mr. Campbell paid about $350,000 to place his goods upon the American market." Vide *Mail*, Feb. 9, 1888. Query: Has Mr. Campbell a yard or yards in the United States, or is he directly or indirectly interested in one or more? Is not Mr. Campbell an exporter in Canada and an importer in the United States?

The extract from H. H. Cook's speech in parliament:—"The U. S. will also be gainers thereby, because at present they have to pay very high prices for coarser grades of lumber. If we were at liberty to ship the coarser grades of lumber, the Americans would be benefited by that to a greater extent, and then our lumber coming into competition with theirs, the prices would be somewhat reduced." See *Globe*, May 11, 1888.

At present the Yankees are paying very high prices for coarse grades, but the moment the duty is taken off by means

of C. U. down go their high prices. In plain English this means that the duty off the price of lumber will drop and at low prices it will be profitable to ship the coarse grades to the U. S. A questionable argument. It is well known in the trade that the consumption of lumber of all grades in Canada has increased, is increasing and will continue to increase, until evidently with the constantly decreasing supply, and the greater demand both for home and foreign trade, we shall be in the condition of the Eastern and North-Western States.

In the discussion on C. U. no notice has been taken of the quality of lumber consumed at home, but of that which is sent abroad. This is an important matter, much more so than is known.

We are not compelled to look to the American market alone, nor do the Canadian lumbermen pay one cent of the duty. The truth is the Yankees must have our lumber, and it is just as important that they pay us our prices, inrespective of any duty imposed by the U. S. government. We refer the advocates of C. U. to the memorial and remonstrance of the American lumbermen presented to Congress some years ago. These same men seeing an end to their forests in the near future are investing largely in Canadian timber limits, and notwithstanding an export duty on logs, are shipping their logs to the American mills and there manufacture them into lumber.

Let us clearly and distinctly understand and keep in view when discussing C. U. this undeniable fact that the Americans must get their supply of white pine lumber from Canada, bearing in mind the above fact, and at the same time not forgetting that the home consumption is constantly increasing and in fact becoming a strong competitor with American consumption, also the demands for the British, South American, and West Indian markets, ever on the increase and the supply each year becoming less, we cannot understand how it can be maintained that we Canadians are such fools to pay $2.00 per M. duty on lumber to one of many consumers, while the others will and do take the same class of lumber at figures equally as good, and no duty; this one customer at the same time compelled through necessity to purchase our lumber.

The Americans cannot do without lumber, and it is from Canada and Canada alone that they can obtain white pine. Duty or no duty they will buy our lumber.

The prices of the coarser grades have advanced very materially during the past few years, and have now an upward tendency. All dealers know the difficulty there has been in the spring to get any quantity of these very grades.

To sum up—the Canadian lumbermen do not pay one cent of the Yankee duty on lumber, large quantities of the coarser grades are sent to the U. S. each year, and the demand is on the increase—these grades are not a drug on the home market—the lumber industry is not, nor never was, injured by the American industry and still more, never will be.

CANADA.

A New Kind of Tree Destroyer.

Editor Canada Lumberman.

DEAR SIR, —In company with a friend, who operates on a limit covered with spruce, hardwood, balsam, hemlock and other kinds of timber, I took a ramble over about 1000 acres some days ago. I was much surprised to find so much dead spruce where but four years ago the timber all stood green and healthy. To-day at least half of these trees are dead, and it is safe to say that fully two-thirds of the value of the whole area is worthless. On enquiring the cause I was told that a small fly, about ⅝ inches in length, with four wings of a brownish color, had attacked the spruce in the States of Vermont and New Hampshire, and that part of the province of Quebec situated near the boundary. As it is the first time I have met with this new destroyer during my twenty years experience in lumbering, and as it seems to be something new in this province, I would like to see someone who is better posted than myself ventilate the subject through the columns of THE LUMBERMAN. It is a matter affecting many who hold limits along the 45th boundary, and it is a pest which calls for speedy action if the timber is to be saved at all. In the case I mention it came on like a thief in the night, and the owner was not aware of anything wrong with his limit until he had his attention called to it by others who were looking up localities to carry on lumbering. The pest had crept in so gently that the owner was not aware that there was more dead timber than usual.

Hoping that you will insert the above, and I hope with your assistance and that of your readers that some solution can be arrived at whereby this new enemy to the lumberman may by exterminated.

One of your Quebec subscribers.

S. BARRIE.

WICKHAM, QUE., Jan. 15th, 1889.

From the Longford Lumber Co., Longford, Ont.

The three mills of the Longford Lumber Co. have made another successful year. Our two mills at Longford have sawn in about five months, 14,500,000 feet, and our shingle mill at Orillia has cut fully 10,000,000 of shingles. The stock of logs were fully up to the average quality, and about two-thirds were taken out 13 feet in length, the balance 16 feet. Sales have been satisfactorily made to dealers in Ogdensburg and Boston of fully one-third of the stock. The balance, which comprises most of the good lumber, is on hand at the mills for sale. We have felt, as others, the unsettled state of the market, largely owing to the Presidential election, which affects the lumber interests of the country more than any other. Our stock of shingles were sold early in the season, and shipments were made from the saw and consequently our stock is completely closed out. Our operations in the woods have been progressing favorably. On account of bush fires we are cutting and expect to have on the skids by the new year fully 20,000,000 feet. At present we have 375 men in the woods beside 46 span of horses. Our experience during October and November on account of the shocking state of the roads was, that it taxed our woods manager's energies to keep our camps supplied, but now that the frost has fairly set in he seems to be able to breathe freer. The outlook for the trade we consider favorable, and we expect after the New Year to see our American neighbors anxious to make investments in Canadian pine lumber, and should they feel so inclined they cannot strike a better point than Longford.

[The above was crowded out last issue.—ED.]

From John VanNostrand, Aurora, Ont.

The season has been so unfavorable for want of snow, I think our stock of logs must be very small. We have about one million feet prepared, but are unable to draw.

From J. Hadden & Sons, Foxmead, Ont.

We find sales brighter this month than usual. Snow is very scarce, and as a result the cut this season will in all probability be much lighter than usual. Our output of bill stuff will be about 2,000,000 feet, somewhat short of previous seasons.

From A. Caldwell & Son, Almonte, Ont.

Replying to your circular of the 15th inst. we may say that the lumber operations in this part, which is principally confined to small mills, is about the same as last year as far as the manufacturing is concerned, but a slight falling off in the demand for the goods, particularly in the local demand.

From W. R. Thistle & Co., Pembroke, Ont.

Our own operations this winter are somewhat limited as we stuck 40,000 logs in the Indian river last season. We have two shanties on the Indian river which will take out about 30,000 logs this season. The timber mill near Chalk river is running full blast, although having to shut down for some time for want of snow. The want of snow so far this season has made it very expensive for lumbermen. So far we have not drawn any logs on the Indian river.

From Chas. Ashby, Pontypool, Ont.

We have eight mills usually in operation in this vicinity, consisting of six saw and two shingle mills. Some of these mills have undergone considerable improvements during the past year, and as a rule are in good working order. Trade has been fairly good with us, the demand being fully up to the production. We ship our lumber principally to the Toronto market. This has been a good logging country in the past, but the lumbermen are fast encroaching on all available timber.

From B. F. Kean, Parry Sound, Ont.

The Parry Sound Lumber Co. shut down their mill here on Dec. 11th. At the present time we have but little snow. The recent cold snap has frozen over the small bays and the south channel. On Parry Island, over which I have charge for Mr. R. Power, of Barrie, we are taking out 1,500,000 feet of pine and 500,000 spruce logs for Peters & Cain, of Midland. In the summer season we take out a large quantity of hemlock logs, off which we peel the bark.

From Flatt & Bradley, Hamilton, Ont.

We have cut and skidded at our Casselman limits about our usual quantity of logs, being in the neighborhood of 10,000,000 feet, and as we have only a short haul do not anticipate any difficulty in getting our logs to the river. Although we have had no snow at present, we anticipate fair prices and a good season's work.

From J. M. Green & Co., St. Thomas, Ont.

In reply to your enquiry we can only say that our local trade in lumber is good, and the prospects for a large trade with the opening of spring are favorable. Building operations are being pushed forward, and as a result both the retail lumber dealer and the planing mill operator look forward to a busy season.

From W. Sutton, Walkerton, Ont.

My mill at Cowichan Bay B.C., has not done much sawing for some months back. My timber limit is at Cowichan lake, but owing to obstructions in the Cowichan river, logs cannot at present be safely run down same to the mill. I expect the obstructions will be sufficiently removed next summer to admit this being done. The mill will then be employed sawing lumber for foreign markets. The shipping and harbour facilities for a business of this kind are first-class. The present capacity of the mill is 40 to 50 thousand—will be increased to cut 75 to 100,000 feet per day.

From McKillop & Sons, West Lorne, Ont.

Stocks of logs are very light so far in this section, and mill-men generally expect to have light stocks of lumber for the coming trade. At present all the mills are idle for want of stock to cut. Holders of timber are ready to sell, and if sleighing should come it will not take mill-men long to fill up their usual supply. The outlook seems to shape at present as follows: Limited supply, though good demand for chestnut, white oak, hickory, white and brown ash. In other classes demand quiet, with fair supply of stocks in various yards.

From Arthur Jones, Winton, Ont.

Although the mills are small in this vicinity they are numerous, and a large trade in lumber is being done. For my own part I confine my business to cutting cedar, having cut upwards of 1,000,000 feet of square timber for railway purposes last season, together with about 15,000 ties and 2,000,000 shingles. My cut for next season is intended to be in excess of last season. The demand for cedar shingles seems to be increasing as they become better known. I find a large demand for them in Western Ontario at renumerative figures. You will hear from me again at greater length in the near future.

From R. Bryan, Lindsay, Ont.

I am taking out this year a large stock for my Kinmount mills, where I manufacture different varieties of shingles for the American market, as well as all kinds of pine and hardwood lumber. I have been so far successful in getting my logs drawn to the ice, and if the present snow remains firm I do not anticipate any trouble. My manufacture during last year amounted to 12,000,000 shingles, together with an average output of lumber. The coming year's operations will probably far exceed the above estimate. The prospects are that prices will rule high the coming season. I have already sold at a good figure 10,000,000, shingles to be manufactured this year to go to the Eastern markets. My lumber yard at Lindsay is doing well.

From W. R. Thistle & Co., Pembroke. Ont.

This business is making some 30,000 pieces of white and red pine logs, about one-half of which is dimension timber. With some 3,000 pieces which were stuck on Indian river last year, it will give them about the usual complement required for the Pembroke mill supply of a cut of about 8,000,000 feet. In the timber mill at Chalk river in connection with this business the want of snow till within the last few days has been a serious drawback, the soft weather preventing the making of ice roads by sprinkling. As the operations of this mill are confined solely to the production of dimension timber for all purposes, as well as building and decking woods, the winter yet to come, with the ordinary snow fall for the next two months, will enable them to fill their orders for one and a-half to two million feet, which is their usual cut.

From Thomas Ouellette, Gordon, Ont.

There is a large quantity of logs cut in the bush, all skidded and ready to be moved as soon as snow comes, being chiefly ash, oak, balm, maple and elm. The mill men are getting a little discouraged on account of the openness of the winter, but should we have three or four weeks of snow all the logs cut would be put out. Prospects for this year's business is very fair with prices moderately good.

From Macpherson & Schell, Alexandria, Ont.

Our sawmill cut is basswood, ash and hardwoods, principally maple. Expect to saw about 2,000,000 feet for sale. In cheese boxes we make more than any firm in America. Our "Allan Grove Combination" under Mr. D. M. Macpherson makes more cheese than any three concerns combined in the world. We cut more cheese box veneers and heading than any firm in Canada, and manufacture the best cheese box machinery and factory furnishings in America.

From Jos. S. Wallis, Port Carling, Ont.

The winter logging operations in this vicinity are limited. Snow at the present date is very limited, what there is being of little use for bush work. The prospects for the coming season promises to be brisk so far as stocks are concerned. Have just extended my mill twenty feet and put in a new lumber edger. Mr. R. C. Massey of this neighborhood had a narrow escape a few days ago while chopping in the woods. He went up to a small tree and hit it with his axe to jar the snow off, and stepping back to get clear of the falling snow was struck on the head by a falling limb, rendering him insensible for some time. Strange to say he did not lose his balance, and when he came to himself he was standing on his feet leaning on his axe handle. As he expresses it himself ; "The next thing I knowed I woke up and found myself leaning on my axe."

From Burton & Bro., Barrie, Ont.

Our cut this season will be 12,000,000 feet of logs on the Maganettawan and Beaverton Rivers. The season so far has been very favorable for getting out our cut. We have had plenty of snow to get around comfortably with, but how this last thaw will effect the snow in our locality we do not know just at present ; we have been more fortunate than most of our neighbors in this repect. We think that the want of snow will lessen the cut all around considerably, and should have a good effect in the end in advancing the price of lumber, which we think every manufacturer will admit we should have in order to make any money. At the present time we are of the opinion that only middlemen are making money and that the manufacturers are doing all the work for the glory of it and only getting back the value of their standing pine. Our mills are at Byng Inlet, Georgian Bay.

From Kingsbury, P. Q.

Want of more snow has greatly retarded lumbering operations here. The Pierreville Mills Co. have four camps, and will get out 60,000 spruce and hemlock logs. Williamson & Crombie have also four camps, and will cut 30,000 spruce and hemlock logs. They are also getting out 400 cords of bark and 10,000 railway ties.

From Apple River, N. S.

The cut of lumber in this district this winter will probably be about eight million. C. J. White has about 200 men in the woods and will put in about 400 or 500 thousand feet, and about four schooner loads of piling. There will be about 25 cargoes of piling to be shipped out of this port during the months of May, June and July to New York. We have no snow yet, and if it don't come soon it is going to be a great drawback to the lumber trade.

From Little Bras d' Or, Cape Breton.

The timber in this part of the country is pretty nearly exhausted. All the principal towns in Cape Breton import large quantities of lumber annually, especially pine lumber, cedar, shingles and laths. The winter of 1887-8 was a remarkably good one for logging. The ice on the lakes could not be better and just enough snow to make good roads, consequently the mills did more than an average season's work, still none of the mills could do more than supply the local demand. The prospects for lumbering the ensuing season does not promise well. No snow as yet.

From the McKellar District.

The Midland & North Shore Lumber Co. are taking out 12,000,000 feet in McKellar and Spence. The Georgian Bay Lumber Co. are taking out in Carling and Christie, 10,000,000 feet ; Burton Bros., 6,000,000 feet ; C. Beck. 6,000,000 feet ; Moore Lumber Co., 6,000,000 feet ; Ontario Lumber Co., 8,000,000 ; Chew Bros., 3,000,000 ; Congor Lumber Co., 10,000,000. S. & J. Armstrong, of McKellar, have contracts from Midland & North Shore Lumber Co. for 2,000,000 feet in the township of McKellar, and 2,000,000 feet in Parry Island, for Powers. They have also contracts for small local lots upwards of 10,000,000 feet. The winter so far has been unfavorable for most of the camps, but has not affected the workings of S. & J. Armstrong's in the least.

THE NEWS.

ONTARIO.

—Chew Bros., of Midland, are putting up their new mill on the site of the old Wylie mill.

—Mr. Daniel Campbell, formerly of Orr Lake, has erected a new shingle mill near Vasey.

—The Wroxeter planing mill has been purchased by Messrs. Smith & Malcolm, of Brussels.

—Wages to axemen on the North Shore are reported twenty-five per cent. higher than last year.

—The value of exports to the United States, from Prince Edward County during 1888 was $435,731.59.

—The machinery for the new mill of Ross, Hall & Brown, at the west end of Norman, Rat Portage, has arrived.

—Messrs. Hay Bros., of Listowel, Ont., have sold the machinery of their saw mill at Henfryn, Ont., to a party in Muskoka, for $1,300.

—The Messrs. Barnes & Co.'s shook factory on the Chaudiere have doubled the number of their employees, having started to work by night.

—Messrs. Pierce & Co., of Ottawa, have completed some extensive repairs to their mills, and are now in good shape for opening operations in the spring.

—The Sabaskong Mining and Lumber Company has been chartered by the Dominion Government to develop the mining and lumber industries of the Rat Portage district.

—Messrs. Gilmour & Co., of Trenton, have about 500,000 feet of logs cut in the woods and have only about 50,000 drawn out. The absence of snow and the soft bottom has been the cause.

—At Goderich, a lumber schooner is being built by William Marlton and Joseph Williams. The craft is to be a three masted schooner, 144 feet long, 27 feet beam and 16 feet depth of hold. She will have a capacity of 320,000 feet.

—J. E Gemill, of Ottawa, will apply for an act to incorporate the Ontario, Manitoba and Western Railway Company, with power to construct a railway from Port Arthur to Winnipeg, crossing the narrows of the Lake of the Woods, with branch lines westerly from Winnipeg.

—When the Madawaska Improvement Co. complete the present season's improvements on the Madawaska river, lumber firms will be enabled to bring timber and logs from limits which were inaccessable. The new works consist of a series of dams, peers and slides. A line of steamers have been placed on the lake near the head waters of the Madawaska.

—The mild weather has practically suspended operations in the lumber districts of North Hastings. The *Ontario* says that a gentleman who came in from the back townships said nearly all the men and teams were leaving the woods. He saw over fifty teams and several loads of choppers who had been paid off. There is no snow and it is impossible to get through the marshy places. The Carcallen camp in Marmora has been closed entirely.

—There is at present somewhat of a lull in the lumber trade at Toronto, many of the dealers are complaining of the scarcity of orders, although prices remain almost unchanged. The United States demand seems to have fallen off somewhat lately, but it is not thought that this will continue any length of time. The city demand continues fair, but retailers are buying cautiously to avoid over-stocking. A noticeable feature of the city trade is a steadily increasing demand for hemlock joists and scantling instead of pine, chiefly because the former sells for $2 a thousand less.

QUEBEC.

—The new car shops at Montreal, are intended to give employment to 1000 men.

—Messrs. J. McLaurin & Son have sold their East Templeton mills, and Mr. A. McLaurin goes into the Charlemagne Lumber Co.'s mills at Charlemagne.

—Messrs. R. Hurdman & Co.'s new scow is about ready for launching. She will navigate the waters of the Ottawa between the provinces of Ontario and Quebec, forming an interprovincial line.

—Mr. D. Chevier, forest ranger for the Quebec government, who recently returned from a tour of inspection to the different limits on the Lievre, reports a great scarcity of snow in the woods. He says that owing to the lakes still being open that it is impossible to communicate with the shanties. Unless a considerable quantity of snow comes the majority of the men will have to return.

NOVA SCOTIA.

—Messrs. J. B. Chipmen & Co., a lumber firm of Kentville, have dissolved.

—The Halifax, N. S., *Chronicle*, estimates the output of E. D. Davison & Sons' mill on the La Have River, for the past year, at 10,500,000 feet, and 500,000 feet cut in Queen's county.

NEW BRUNSWICK.

—Mr. Malcolm Mackay, of St. John, shipped during the past year 2,271,388 superficial feet of deals from Halifax, 1,145,538 feet from Pugwash, 1,418,599 feet from Spencer's Island, and 136,693 feet of deals and 198 tons of birch from Yarmouth. His shipments for the year were 162 cargoes, 101,323,062 feet deals, 4,404 tons birch and 489 tons pine.

—The shipping returns of New Brunswick for the year just ended, which we find in the St. John *Globe*, show that there has been another falling off in tonnage, greater than that of last year, but the outlook being now better than it was at the corresponding date in 1888, on account of the great improvement in freights, the shipping interest may be said to be again assuming a hopeful aspect, notwithstanding that it is all in the future.

BRITISH COLUMBIA.

—The exports of lumber from Victoria to the United States during the past year amounted to $57,437.33.

—Reports from Eastern Michigan mills show a generally increased cut this season as compared with last, nearly every mill increasing its output.

—The Royal City Planing Mills Company, of Westminster, B. C., will construct a large tug suitable for towing sea-going vessels. The tug will be one of the largest and strongest in British Columbia waters.

—A Wisconsin lumber firm is applying to the provincial Government of this province for extensive lumber leases. They are also purchasing large tracts of timber land. It is understood extensive mills will soon be erected on the island about 50 miles north of Victoria.

—The total cut of the Vancouver mills last year is placed at 70,000,000 feet. The number of men directly and indirectly employed was in the neighborhood of 1500. The total tonnage of foreign vessels arriving at this port during the year 1888 was 134,450. There were 32 coasting vessels taking lumber from this port, the total tonnage equaling 116,185.

—The Chemanius saw mills, Vancouver Island, owned by Croft & Angus, have been sold to a syndicate composed of Wisconsin and British Columbia, lumbermen. The price paid for the mills and a large acreage of timber land is said to be in the neighborhood of $700,000. It is stated that the new proprietors will rebuild the mills and add largely to their capacity.

MANITOBA AND THE NORTHWEST.

—Lumber operations have been much retarded for the want of snow.

—It is probable that the saw mill recently destroyed by fire at New Sweden, Manitoba, will be re-built.

—It is expected that a saw mill will soon be erected in the Lake Dauphin district, where good spruce timber is plenty.

—At Tait's camp on the Bird Tail there are now upwards of 40,000 saw logs cut and skidded. The total cut for this winter will be between ninety and one hundred thousand saw logs.

—The following are the prices charged for lumber at Edmonton, northern Alberta : Rough lumber per M, $20 ; stock boards, per M, $25. Dimensions—Up to 16 feet, $20 : for each additional foot, $1 ; plank, rough, $20 ; dressed on one side, $30 ; dressed on both sides, $35 ; flooring per M, $40 ; siding, per M, $40 ; rough battens, per M, $25 ; fence pickets, rough, per bundle, $3 ; dressed and pointed, $4 ; shingles, per M, $4 ; lath per bundle, $7 ; base, per M, $40 ; panel, per M, $35 ; shelving, 1x10, per M, dressed sides, $32,50 ; inch lumber, dressed on one side, per M, $30 ; wainscoating, 1x3, dressed one side and beaded, per M, $40.

STOCK OF LUMBER IN THE PORT OF QUEBEC—INCLUDING MERCHANTABLE AND CULLS—ON THE 1ST OF DECEMBER, 1888

COVES.	White Pine Square.	White Pine Waney.	Red Pine.	Oak.	Elm.	Ash.	Birch.	Basswood.	Tamarac.	Spruce.	Black Walnut.	Whitewood and Balm of Gilead.	Butternut.	Maple.	Hickory.	Cherry.	Hemlock.	STAVES. Stand. Mer.	Stand. Cull.	W.O.W.I.M.	W.O.W.I.C.	Pine Deals. Standard. Mer.	Pine Deals. Standard. Cull.	Spruce Deals. Standard. Mer.	Spruce Deals. Standard. Cull.	Hemlock and Tamarac. Deal	Hemlock and Tamarac. Plank.
Riviere-a-Pierre Mills—John S. Murphy																						2,000	600	62,000	13,000	41,000	
Jacques Cartier Mills—F. T. Sewell																								34,000	2,000	53,418	
Lake St. Joseph Mills do																								90,000	3,050	130,000	
Cap Rouge P. & W. Company	46,514	36,919	22,539	97,475	31	591					311											1,897				38,810	9
Ring's End—A. H. Falardeau & Co.	15,287	7,870		83,205	1,033					1,101																	
New London—O'Connell & Co.	134,016	6,739	11,630	10,574	15,900	2,314			172		799	45		1,400				12	108	9	15,100		4,000		12,000		
Union—M. Stevenson & Co.	6,600	1,110		82,090	130	880					163			522				29	5								
Sillery—Dobell, Beckett & Co	481,907	458,723	100,514	25,422	4,310	3,054		210	1,661	40		1,433					60					22,000					
do Safety & Bridgewater—Sharples, Bros.	207,000	167,000	1,300	58,000	26,000	11,000					4,000											120,500		12,000	4,000		
Pt.-a-Pizeau & Bowen's—Dobell, Beckett & Co.	226,766	120,120	23,040	65,089	1,188	10,584		52			654											91,490	183			57,324	
St. Michael's—G. E. Humphrey, Jnr.	1,022	24,438		40,230	24,511	24,500					1,021			54	2,245												
Woodfield and Spencer—J. Burstall & Co.	288,380	124,475	94,468	100,700	44,5.8	27,102	52				220	3,202			261			6	1	1		51,390					
Wolfe's and Ottawa—John Roche	2,545	5,937		2,559	235	9,924				65		113	56		59							2,946	3,591	8,982		345,000	889,389	13,764
Cape and L'Anse des Meres—Hall's Booms																	11,950					20,910	300	38,934	250	152,425	74 39	
J. H. Clint's	2,000						370															11,400	42,000	6,800	10,000	1,870,000		
Montmorency Mills—Hall & Price																						32,450	52,046	304,183	70,611	2,956,983		29,768	674,973
Chaudiere Basin—J. Breakey																						25,000	4,000	244,000	1,000	1,541,000		27,000	29,000
New Liverpool—James Walker	452,306	117,046	123,289	154,433	93,052	124,384	1,000	1,368	1,105		4,797	156	551	850	1,600	97						77,589	1,193	582		7,094		
Etchemin Mills—Quebec Timber Co.																						2,138		62,075	4,115	1,762,612		
Hadlow Cove (East)—Price Bros. & Co.	7,500					4,824					4,524											26,712	538	32,968	1,304	174,797		3,262	26,189
St. Lawrence—W. Dock & W. Co.	440,985	65,856	17,133		82	2,263		33	134													123,187	1,537	6,895	1,583	211,504			
Quebec Warehouse Co.																						86,159	271	77,374		70,172			
Indian Cove (West)—J. S. Murphy & Co.	207,557	61,658	10,772	14,398	28,999	31,773		750		45		969	51	52	1,764	498						1,555	728	5,061	461		6	
do (East)—D. Cream	50,000	20,000				13,000																6,000						
Total	2,580,591	1,226,900	464,691	824,283	241,571	275,193	1,422	2,419	3,072	1,257	16,495	5,978	658	956	7,911	595	12,010	47	6	109	9	720,429	106,987	1,020,454	111,974	10,057,851	9 74 36	946,713	40,764	33,030	730,162

COMPARATIVE STATEMENT OF THE SUPPLY, EXPORT AND STOCK OF LUMBER, To the 1st of December, for the years 1884, 1885, 1886, 1887 and 1888, respectively—with averages for the same period, and five years preceding.

ARTICLES.	SUPPLY. From Returns from Supervisor and others, for years ending 1st December. 1884.	1885.	1886.	1887.	1888.	Average of 5 years' Supply. '78 to '83.	'84 to '88	EXPORT, From Customs' Returns for years ending 1st December. 1884.	1885.	1886.	1887.	1888.	Average of 5 years' Export. '79 to '83	'84 to '88	TOTAL STOCK, INCLUDING MERCHANTABLE AND CULLS, On the 1st December. 1884.	1885.	1886.	1887.	1888.	Average of 5 years' Stock. '79 to '83.	'84 to '86.
TIMBER.																					
Oak ..... Feet.	772,260	1,566,968	1,039,632	746,243	1,139,252	1,770,749	1,052,871	1,212,520	1,526,400	1,051,360	1,012,160	1,178,920	1,994,280	1,196,272	837,715	1,078,051	996,713	748,673	824,283	1,257,470	897,087
Elm ..... do	657,919	1,018,932	399,698	221,358	171,388	665,099	493,859	658,000	884,160	407,120	405,040	504,080	780,256	571,680	114,961	560,453	906,791	502,773	241,571	337,419	465,309
Ash ..... do	451,984	287,595	138,485	114,282	150,361	249,131	228,541	360,080	262,480	174,360	191,840	217,720	293,008	241,296	339,358	428,635	321,211	287,174	275,193	191,982	330,314
Birch ..... do	194,346	379,059	221,291	112,990	168,562	238,088	215,249	241,120	457,160	236,680	192,680	165,760	295,184	258,680	23,028	22,138	67,336	12,935	1,422	68,891	25,371
Tamarac ..... do	19,289	3,622	6,864	5,733	3,245	30,888	7,750								12,658	11,948	13,984	7,995	3,072	48,646	9,931
White Pine—																					
Square ..... do	3,707,159	2,820,045	3,032,738	1,168,547	1,791,113	5,649,842	2,503,920	6,047,680	6,758,240	4,524,760	5,127,080	6,020,000	8,858,808	5,695,552	7,501,529	6,651,604	6,572,664	4,294,851	2,580,591	7,435,143	5,520,247
Waney ..... do	2,199,867	2,876,753	3,077,331	2,060,083	2,029,043	2,762,812	2,488,615								2,399,001	2,588,603	3,207,094	2,449,403	1,226,900	2,129,793	2,386,200
Red Pine ..... do	327,735	73,766	273,767	591,646	582,305	1,143,274	369,843	614,280	644,160	405,520	405,720	465,360	1,048,528	507,008	1,012,426	473,130	256,904	404,124	464,691	1,812,270	522,256
STAVES.																					
Standard ..... Mille.	94	144	65	44	79	408	85	183	152	151	220	55	506	152	379	349	254	41	53	320	251
Puncheon ..... do	261	184	129	156	386	684	223	700	469	308	306	112	830	379	474	310	159	33	118	627	219
Barrel ..... do	10	209	19	15	16	43	53								10	55	31	8		28	21
DEALS.																					
Pine ..... Standard	2,247,240	2,666,240	2,578,004	1,487,138	1,546,565	4,084,071	2,105,036	2,442,946	2,376,737	2,271,069	1,365,510	1,189,490	4,208,686	1,929,150	847,653	995,648	798,713	670,341	827,416	1,923,845	819,914
Spruce ..... do	2,222,557	2,535,324	2,102,883	2,301,996	2,739,993	2,874,950	2,380,550	2,636,465	2,473,529	2,318,335	2,399,489	2,448,156	2,933,383	2,455,194	838,817	822,632	1,288,084	990,591	1,132,428	954,683	1,014,510
LATHWOOD.																					
Red Pine & Hemlock ..... Cords.	290	72	50	28	.....	314	88	145	125	72	38	.....	498	75	136	67	24	9	9	99	49

ARRIVALS AND TONNAGE at the Port of Quebec for the Years:

1884.	1885.	1886.	1887.	1888.
SAILING VESSELS FROM SEA.				
Vessels. 499	380,147	502	382,826	432	331,568	393	295,921	318	260,301
OCEAN STEAMSHIPS.				
Steamships. 240	427,834	242	445,522	285	528,950	287	541,324	244	484,449
LOWER PROVINCES.				
Vessels. 335	129,756	315	131,121	348	145,189	425	193,136	447	231,518

COMPARATIVE STATEMENT of Sailing Vessels cleared at the Port of Quebec, for Sea, (Lumber Laden,) 1877 to 1888, from the opening to the close of navigation, compiled by Mr. F. Johnston, Quebec Exchange.

1877	796	Vessels	670,627 Tons
1878	476	"	399,833 "
1879	433	"	364,628 "
1880	634	"	555,451 "
1881	459	"	380,186 "
1882	426	"	359,925 "
1883	487	"	416,169 "
1884	366	"	291,398 "
1885	369	"	294,789 "
1886	325	"	250,635 "
1887	271	"	206,172 "
1888	227	"	195,928 "

J. BELL FORSYTH & CO.'S PRICES CURRENT OF TIMBER, DEALS, ETC.

WHITE PINE, in the Raft, inferior and ordinary according to average, measured off $0 22 @ 0 24
for Fair average quantity do do do 0 24 @ 0 26
for Good and Good Fair average, do do do 0 26 @ 0 30
for Superior, do do do 0 30 @ 0 35
In shipping order, do do 0 25 @ 0 42
Waney board, 18 to 19 inch. do do measured off 0 37 @ 0 40
do 19 to 21 " do do do 0 40 @ 0 44
RED PINE, in the Raft, measured off, according to average and quantity 0 20 @ 0 30
in Shipping order, 35 to 45 ft. do do 0 25 @ 0 35
OAK, Canada, by the Dram, according to average and quality 0 43 @ 0 45
Do Michigan and Ohio do do do do 0 49 @ 0 52
ELM, by the dram, do do do do 45 to 50 feet 0 30 @ 0 35
Do do do do do 30 to 35 " 0 27 @ 0 30
ASH, 14 inches and up do do do 0 27 @ 0 30
BIRCH, 16 inch average, do do do 0 21 @ 0 23
TAMARAC, Square according to size and quality 0 18 @ 0 20
Flatted do do do 0 15 @ 0 18
STAVES, Merchantable Pipe, according to quality and specification $310 @ $325
do W. O. Puncheon, Merchantable do 80 @ 90
DEALS, Bright, Mill Specification...$115 to $120 for 1st, $78 to $80 for 2nd, $38 to $41 for 3rd quality.
Do do Michigan, do ...$120 to $130 for 1st, and $85 to $90 for 2nd quality.
Do do Spruce do ...$42 to $45 for 1st. $25 to $27 for 2nd, $22 to $23 for 3rd, and $17 to $20 for fourth quality.

N. B.—Parties in England will bear in mind, that timber sold in the Raft subjects the purchaser to great expense in dressing, butting, and at times heave loss for culls—if sold in shipping order, the expense of shipping only to be added.

ONTARIO VS. FRANCIS.

The Case Involving the Defination of Certain Indian Reserves and the Right to Cut Timber Decided in Favor of the Dominion.

The important case of the Attorney-General of Ontario vs. Francis, in which the issue concerning certain timber limits on White Fish lake, affecting both the Dominion and Provincial Governments, was decided on the 19th ult. by Mr. Justice Ferguson in favor of the Dominion. The question was one of unusual interest, involving, in addition to the dispute as to the boundaries of the reserve, the question as to whether the Ontario or Dominion Government had the right to issue licenses, enter upon and cut timber. The judgment, which as above stated was decided in favor of the Dominion Government, is given below. Though rather exhaustive it will no doubt be read with a great deal of interest.

THE JUDGMENT.

The action is brought by the Attorney-General of the Province of Ontario, on behalf of her Majesty the Queen, against James Harvey Francis, Allan Francis and Theophile Rochon for, amongst other things, an injunction restraining these defendants from trespassing by cutting timber on certain lands situated in, and, as is alleged, the property of the Province of Ontario, lying near Whitefish Lake, in the district of Algoma ; the lands referred to being described as lands known as certain timber limits of Ontario, Nos. 69, 70, 75, 76, 77, 83 and 84, it being alleged that these defendants had entered upon these lands without permission from the Crown or from the Province of Ontario, and cut pine timber therefrom upon limits Nos. 69, 70 and 76 amounting to about 10,000 logs and 1,000 pieces of timber. The Attorney-General, for the Dominion of Canada, was made a party defendant. The first-named defendants claimed to have the right to cut the timber in question, under the authority of certain licenses so to do, granted by the proper department or officers of the Government of the Dominion of Canada to certain persons from or through whom these defendants claimed by purchase for valuable consideration. The defendants John Dorid Smith, James Gueot, Williams and George Henry Graham McVitty are executors and trustees under the will of the late Robert Charles Smith, who was, as they allege, at the time of his death the owner of limit or berth No. 69, one of those above mentioned, by virtue of a sale thereof by the executive Government of the Province of Ontario.

The defendants James Balfour and William John Menzies claimed to be entitled to limit or berth No. 70, also one of those above mentioned, by virtue of a license granted to them by the Province of Ontario.

The defendants the Quebec Bank claim to be entitled to or have some right in respect of limit or berth No. 76 by virtue of a sale thereof to one McRae by the Government of the Province of Ontario, saying that this limit is now standing in the name of one Walker upon certain trusts.

The defendants Thomas Laing and John Laing have been added by an amendment as having some interest in limit or berth No. 84, one of these above mentioned. These do not seem to have filed any statement or defence, but they were duly represented by counsel, who appeared for all the defendants interested under licenses issued by the Government of the Province of Ontario. One does not readily perceive any sufficient reason for making persons claiming under licenses from the Government of Ontario parties defendant in the action, for it could scarcely have been expected that in matters of so great importance as one involved in the action substantial and material relief could probably be granted in favor of some defendants against other defendants without any pleadings between them or any specific issues being raised by one or any of them against the other or others of them, and so far as any of the defendants might appear to be entitled to any relief against the plaintiff, this could not be obtained in this action, or as was contended, and I think rightly, in any way except by a petition of right.

Besides the relief that I have already mentioned, the plaintiff asks that it may be declared that the defendants, the Francis's and Rochon, have no legal rights in respect of the timber cut from and on any part or portion of the area covered by the above mentioned timber limits, and that the timber that has been cut should be delivered up to the plaintiff, also an injunction against the removal of the same as well as an order or the payment of the damages alleged to have been sustained.

The plaintiff asks, in addition to the foregoing, that the defendant by the Attorney-General of the Dominion of Canada may be restrained from laying out or interfering with the lands as the reserve for the Indians on the timber limits before mentioned, or any part thereof, and that the true locality of the Indian reserve described by the treaty, mentioned in the second paragraph of the statement of claim, be declared, and such directions given as may be thought proper. The treaty was made with the Indians inhabiting the eastern and northern shores of Lake Huron, from Penetanguishene to Sault Ste. Marie, and thence to Botchewaning Bay, on the northern shore of Lake Superior, together with the islands in these lakes opposite to the shores thereof, and inland to the height of land which formed the southern boundary of the territory covered by the charter of the Hudson's Bay Company, whereby the whole of such territory, save and except the reservations set forth in the schedule to the treaty annexed, was surrendered and ceded to her Majesty, her heirs and successors forever. This treaty was made in the year 1850, and is known as the "Robinson-Huron Treaty," the representative of her Majesty in the treaty having been the late Honorable William B. Robinson.

The treaty was signed and executed by Mr. Robinson and a large number of chief and head men of the Indians, and in the schedule are mentioned seventeen reserves or reservations to chiefs and their respective bands of Indians. It provides that these reservations should be held and occupied by the chiefs and their tribes, in common for their own use and benefit, and that should the chiefs and their tribes at any time desire to dispose of any such reservations or of any mineral or other valuable productions thereon, the same should be sold or leased at their request by the Superintendant-General of Indian Affairs for the time being, or other officer having authority so to do, for their sole benefit and to their best advantage. The reserve mentioned in the plaintiff's statement of claim and in respect of which the present difficulty and contention seems principally to have arisen, is the one No. 6 in this schedule and is thus mentioned therein.

"Sixth Shawenakishick and his band, a tract of land now occupied by them and contained between two rivers called Whitefish aud Wanabitaseke, seven miles inland," other than this change there does not seem to have been at the time any other or further description of this reserve, and the others of the seventeen reserves are mentioned or described in the schedule to the treaty in a manner somewhat similar, if not in the same manner, or at all events with great brevity. The evidence shows that it was intended and that it was promised to the Indians that the reserve should soon after the treaty be surveyed by the Crown and their true boundaries marked out, and I think it sufficiently appears that it was uuderstood that when the Crown surveyors were sent for the purpose of making the surveys, the Indians were to point out and show to them the lands that they claimed and had claimed as such reservations. Many years ago these reserves were surveyed by the Crown, as was contemplated, excepting this one, No. 6 in the schedule and, as was stated at the trial, another one. The reason why all the surveys were not completed at the same time does not appear in the evidence, but it was said that the survey stopped before completion for a reason personal to the Crown Surveyor who was engaged in the work.

In the year 1872 the Executive Government for the Province of Ontario, for the purposes of timber sales in the region or tract ceded by the above mentioned treaty, projected on a plan into an area of six square miles each, berths which were numbered and sold according to the regulations prescribed by the Government of the province on the 15th day of October in that year, and among others then sold were the several berths aforesaid and in pursuance of such sales licenses to cut timber on the timber berths were in consideration of certain payments, and to continue in force for one year, issued to the purchasers by the Crown Land Department of the province, and it is not disputed that these licenses have been renewed every year since, either by the purchasers or those to whom the licenses have been assigned, according to the provisions of the statues in that behalf.

Early in the year 1884 the Dominion Government caused a survey of this Reserve No. 6 to be made by Mr. Aubrey, a provincial land surveyor.

In July, 1885, the same Government obtained from the Indians through their chief and head men or principal men, a deed whereby they surrendered, released and quitted claim to her Majesty the Queen, her heirs and successors forever all and singular the whole of the merchantable timber on the reserve in trust, to be sold for the joint benefit of the band on such terms and conditions as to her Majesty's Government of Canada should seem proper, and as therein mentioned and on the 14th of October, 1886, the timber licenses were issued by the Dominion Government. These have been regularly renewed, according to law, and the licenses under the authority of which the defendants Francis' and Rochon were professing to act in cutting the timber on this Reserve. They had been assigned in the meantime by the original licensees but I need not, I think, say anything further as to this. The plaintiff, in the statement of claim complains that although the sales made by the Ontario Government in 1872 had been widely advertised, and plans of the territory and berths thereon distributed showing that the berths covered the territory now claimed by the Government of Canada as Reserve No. 6, yet that no notice was given by the Superintendent-General of Indian Affairs, or by anyone on behalf of the Government of Canada to the Crown Land Department of Ontario, of any reservations being required within the area or the Indians, or of any Indian reservation or of any right to lay out such reservation, and that no action was taken by the Indian Department or the Government of Canada for twelve years or thereabouts after the sales made by the Province of Ontario. The argument based upon this complaint do not go the length of asserting that any right additional to the rights such as they were was gained by what had been done by the Ontario Government and what was said to have been left undone by the Indian Department of the Dominion Government, and it was somewhat difficult for me to see why the contention was raised at all. The evidence of Mr. Vankoughnet, a gentleman who has been 28 years in the Indian Department of the Government, and the correspondence between that department and the Department of Crown Lands at Toronto seem to put the matter in this shape. The Department at Ottawa were not aware that the Crown Land Department at Toronto had made the sales of these limits till long after the fact ; that the knowledge of the fact was gained accidentally ; that before any sale was made by the Dominion Government of this timber, or, rather, the licenses to cut it, the Indian Department had communicated with the Crown Land Department of the Government of Ontario ; that, in consequence of not having received an answer to a certain letter on this subject, Mr. Vankoughnet, acting for the Indian Department, endeavored to see the Commissioner of Crown Lands at Toronto but failed in so doing at the time, but had instead an interview with the Deputy Commissioner on the subject, who said it was a mistake to sell the timber on the reserve. Mr. Vankoughnet, in his evidence, says that Mr. Johnston, the Deputy Minister of Crown Lands, said it was a mistake of some of the officers of the department in not having noticed the reserve on the plans ; that he asked him what he proposed doing, and the answer was to the effect that the Provincial Government would have to settle with the purchasers of the licenses The witness further says :

"I think he said he would bring the matter before the commissioner." He also says he came from Ottawa to Toronto expressly for the purpose of this interview.

The letter of the 27th August, 1886, refers to this interview. It seems to me that what really appears is that, after this interview, Mr. Vankoughnet thought that the Ontario Government would simply settle for the consequences of the mistake, and that the department, of which he was the deputy superintendant, in this view proceeded to a sale of the timber, or the right to cut the timber, a surrender of which has been obtained by the Dominion Government from the Indians, and I repeat that I do not see why there was so much contention on this subject. I do not see that either Government was in a position to blame the other in the matter. I do not see that this or the contrary of it would make any difference in regard to the rights to be determined. As the locality of the reserve had to be determined, and as it had to be found as a fact whether or not the cutting of timber complained of had taken place upon the reserve, it was thought for various reasons that it would be convenient to take the evidence of the Indian witnesses at or near the place in question, and this evidence was so taken.

During the time of the taking of the evidence I was led to think that the only question to be determined between the contending parties was as to whether or not the timber, the cutting of which was complained of, had been cut upon land outside of the boundaries of the reserve, it being, as I thought, conceded that if it had been cut upon the reserve the cutting was done under proper authority so to do, but if done upon land not part of the reserve, it was wrongly done without any authority, these statements were certainly more than once made by counsel. Upon the final argument, however, counsel dissented from this as being the sole matter and contended that whether the cutting was done upon the reserve or not the property in the land and timber being (as was contended) vested in the Ontario Government, the cutting complained of was wrongful and could not be justified under any licenses issued under the authority of the Dominion Government. The plaintiff asks, as I have said that the true locality of this reserve should be declared. This is similar to asking for a declaration of right, and my duty in this respect is to fix the boundaries of the reserve as well as I can upon the evidence.

His Lordship then went exhaustively into the evidence given by the Indians as to the boundaries of their reserve, and decided as follows :

In my opinion it became entirely plain at the conclusion of the evidence upon the subject that the survey made by Mr. Abrey for the Dominion Government in the early part of '84 (I think) and the boundary lines laid down by him show the location of this reserve excepting that the true boundary on the northerly side or limit is the line of the waters called sometimes "White Fish River" and sometimes "White Fish branch." This line of water is also sufficiently designated by the names of objects on the ground that I have before mentioned. The part of Mr. Abrey's survey lying northerly of this line of waters does not, I think form any part of the reserve. The reason why this area of land was em-

[illegible] by the evidence. It is [illegible] being made the agent of the Hudson's Bay Company being there and taking or feeling [illegible] in the Indians suggested that they might as well have this piece of land as it was in part better adapted to cultivation such as they do than most of the land in the neighborhood, saying that they might as well have it as not and that the Government should and ought to do so. The Indians, and it appears the surveyor, fell in with the idea and the survey was made so as to comprehend this piece of ground. From the manner in which other surveys were made long before this time and soon after the treaty, so far as appears by the report of the same and the evidence and the spirit of liberality that seems to have pervaded the dealings of the Government with the Indians, it can scarcely be doubted that if this piece of land had at an early day, and perhaps, at any time before the occurence of the facts giving rise to this contention, been asked by the Indians as part of their reserve it would have been given them. Nevertheless, my finding and decision is that it is not part of or belonging to the reserve. There is also another point at which there is some difference between Mr. Abrey's boundary line and the line reasonably drawn through or by the objects or places before alluded to; this difference is however but trifling. Mr. Abrey's line falling at the place inside of the other line, but the Indians are manifestly satisfied to adopt at this place Mr. Abrey's line and as there is not any material or valuable or substantial, or I may say appreciable difference I think that Mr. Abrey's boundary line may reasonably be adopted at this place.

I am of the opinion, then, that Mr. Abrey's survey varied by making the line of the water that I have before mentioned in this connection the northerly boundary, and, casting out the part of the survey lying northerly of this water line, will show the location and boundaries of this reserve. This, to my mind, has been shown and placed beyond reasonable cavil. This survey has been manifested upon a chart or upon charts, and there is a written description of the lands included in it, and unless it is considered necessary for the purposes of the Public Records, I do not see any grave necessity for directing another survey varying this one, as before stated. Counsel in this case will be good enough to offer me such suggestions as may occur to them or their clients on this subject before the formal judgment is drawn up.

The next question is to whether or not any timber was cut by the defendants, licensees, or rather claiming under licensees of the Government of the Dominion outside of the boundaries of what I have determined was and is this Indian Reserve. The answer to this question is, that it has not been shown by the evidence that these defendants or any of them did by themselves or their agents cut or remove any timber upon any land lying outside of the boundaries of this reserve as I have found and decide such boundaries to be. All the timber cut or removed by these defendants that appears at all by the evidence has been shown to have been upon and from the lands of the reserve as I find it to be. None was shown to have been cut upon the lands lying north of the water line before mentioned and within the boundary laid down by Mr. Abrey in his survey.

Some reference is here made to dry timber or wood cut for firewood, which his Lordship did not consider material.

The findings and conclusions of fact upon the evidence are against what was contended for on behalf of the plaintiff during the course of the trial, so far as the locations and boundaries of this reserve and the cutting of timber by the defendants, who claim under the authority of licenses issued by the Dominion Government are concerned, for which the plaintiff sought to show in regard to the latter was that these defendants had cut timber upon lands not being lands embraced in this reserve, and hence public lands, belonging to the Province of Ontario, although the fee thereof was in the Crown, and in regard to the former what the plaintiff sought to show was that this reserve is not located at all where I decide that it is located, and even if so, that the boundaries were different from what I decide that they are.

It was not at the trial disputed that there was an Indian reserve in this neighborhood somewhere, and until the argument (near the close of the argument I think) it was, as I thought, fully understood that unless the plaintiff succeeded in showing that these defendants had been cutting timber upon lands outside of the boundaries of this reserve, this case against them must fail. The pleadings of some of the defendants, who claim by virtue of licenses issued by the Government of Ontario, seem to place the matter of contention in this way, and until very near the close of the trial I thought that the only question would be whether or not these defendants had cut timber outside of the boundaries of the reserve.

The plaintiff, however, and as an after-thought I think, contended, as did also counsel for the defendants, claiming by virtue of licenses from the Ontario Government that whether the cutting of timber that was proved or admitted was within or without the boundaries of the reserve the plaintiff was entitled to succeed, placing the contention on the ground that the property was vested in the Province of Ontario, under the provisions of B. N. A. Act, and that the Government of the province were trustees for the Indians of the amount of money that that Government had received for the timber. I was then of the opinion that this contention could not prevail These lands are undoubtedly lands reserved for the Indians. The right and power to legislate in regard to the Indians, and lands reserved for the Indians, is clearly given in and by the distribution of legislative powers made by the B. N. A. Act to the Parliament of the Dominion, which Parliament had and has this power and authority.

That Parliament did during its first session by 31 Vic., c 42, legislate in regard to lands reserved for the Indians by providing, amongst many other things, for the manner in which any surrender of lands by the Indians should be made.

From time to time the same Parliament passed various Acts dealing with the subject of the Indians and lands reserved to them. By 39 V., c. 18, enacted by the same Parliament, it was provided amongst many other things (sec. 25), that no Indian reserve or portion of a reserve should be sold, alienated or leased until it had been released or surrendered to the Crown for the purposes of the the Act and by 43 V., c. 28 if not earlier provision was made for granting lisenses to cut trees, etc., on the Indian reserves.

I am not aware of any objection ever having been made or any unfavorable comment having been spoken or written in respect of such legislation or anything that was done in pursuance of it, and there seems to me to be reason for thinking that it was a view entertained by both Governments that the Government of the Dominion had the right and power to legislate respecting and to administer the affairs of and appertaining to the Indians and the lands reserved for the Indians; there being however, a difference of opinion as to what lands were "lands reserved for the Indians."

As I have said there can be no doubt that in any view of this latter question these lands are and must be considered lands reserved for the Indians. This cannot be otherwise if there exist any such lands at all; and what the Dominion Government did by obtaining a release or surrender of this timber (the timber upon this reserve) and issuing licenses for the cutting of it, the money arising to be for the benefit of the Indians, appeared to me to be a simple act of administration of the affairs of this little band of Indians and the lands reserved to them, done in pursuance of or in accordance with the legislation on the subject which the Dominion Parliament seemed to me to have the undoubted power to enact; and in accordance with the idea expressed in the Treaty of 1850. See the remarks of Mr. Justice Patterson in The Queen v. St. Catherines Co., 13 A. R. 173

For these and the like reasons I was at the close of the argument of the opinion that the Dominion Government had the power and authority to do as they did, and that the defendants claiming under such licenses from the Dominion Government were justified in cutting the timber that they did cut upon this reserve, and that it was a matter with which the Province of Ontario had or has at the present time no concern, no matter what might be considered to be the right that would arise, if any, to the province upon the lands of this reserve being ceded by the Indians to the Crown, or the reserve becoming wholly unnecessary by reason of the bands of Indians becoming extinct, etc.

I then thought that the relief that the plaintiff should have was the declaration as to the reserve and its boundaries to which I have before referred, and that, in other respects, the action should be dismissed, for I did not see that the defendants claiming under licenses from the Ontario Government could in this section have any relie against the plaintiff and I thought that they were entitled to none against their co-defendants.

It was then said, however, that in the case The Queen v. St. Catharines Co. (supra), which was pending before the Privy Council upon an appeal it was likely or probable, from the nature of some of the arguments before that court, and some remarks that were reported to have been made by some of the learned judges that there would be an expression of opinion regarding the "quality" as it was called of the Indian title, although that action was upon a subject and in regard to right or supposed rights quite different from the matter involved in this action. For this reason this judgment had been delayed to the present time.

I have now had an opportunity of perusing the judgment of the Privy Council in that action upon the appeal to them. They have not seen fit to discuss or decide anything as to the quality of the Indian title, considering that unnecessary for the determination of the appeal before the Council; and after a careful perusal of the whole of the judgment, I am of the same opinion as at the close of the argument. I think the decision does not and cannot effect in any degree in favor of the plaintiff the rights and matters in contention in this action; but, as some of the statements or expressions in the judgment might be thought at first view to have some bearing upon the matters of this action, I will refer to these and say very shortly why they have in my opinion no such bearing.

One of these is: "The enactments of section 109 are, in the opinion of their Lordships, sufficient to give to each province, subject to the administration and control of its own Legislature, the entire beneficial interest of the Crown in all lands within its boundaries which at the time of the union were vested in the Crown, with the exception of such lands as the Dominion acquired right to under section 108, or might assume for the purposes specified in section 117. Its legal effect is to exclude from the "duties and revenues" appropriated to the Dominion all the ordinary territorial revenues of the Crown arising within the provinces." The court then refers to Attorney-General v. Mercer.

The comprehensive language must, in my opinion, be applied to the subject matter of the case then under consideration. The lands in that case had been ceded to the Crown by the Indians by the Treaty of 1873, and had thus been disencumbered of the Indian title. If there were doubt as to this way of looking at our construing the passage, it is made, I think, plain by the concluding part of that portion of the judgment in which their Lordships decide against the contention on behalf of the Dominion Government in respect to the ceded territory, rested on the provisions of section 91 (24). The passage is: "Their Lordships are, however unable to assent to the argument for the Dominion founded on section 91 (24). There can be no *a priori* probability that the British Legislature in a branch of the statute which professes to deal only with the distribution of legistative power, intended to deprive the provinces of rights which are expressly given them in that branch of it which relates to the distribution of reserves and assets. The fact that the power of legislating for Indians and for lands which are reserved for their use has been entrusted to the Parliament of the Dominion is not in the least degree inconsistent with the right of the provinces to a beneficial interest in these lands available to them as a source of revenue whenever the estate of the Crown is disencumbered of the Indian title."

In that case the lands in question has been disencumbered of the Indian title, as before stated by the Treaty of 1873. In the present case the lands have not been ceded and have not so been disencumbered, besides the latter part of the passage discloses the view of the court as to the period at which the beneficial interest spoken of becomes available to the province as a source of revenue, namely, when the estate of the Crown is freed from the Indian title, and seems to me not to consist with the arguments before me respecting a trust existing in the Province for the benefit of the Indians. Then afterwards the court said: "The treaty leaves the Indians no right whatever in the timber growing upon the lands which they gave up, which is now fully vested in the Crown, all revenues derivable from the sale of such portions of it as are situate within the boundaries of Ontario being the property of that province," indicating in addition to what I have before said that the Indians had before the treaty or surrender rights in respect of the timber, a consequence of which would seem to be that it may be used by them or for their benefit until such time as their title becomes extinguished by cession, surrender or otherwise.

A careful perusal of the judgment of the Privy Council shows, I think, that it does not militate in any degree against the contention of the Dominion Government here, and portions of it indicate that the Dominion Government is right in legislating for these Indians and their lands (a reserve which has not been ceded or surrendered in any way) and in administering their affairs correspondence with parties in England on the manner in which their doing. The rights of the Indians in respect of this land, and the rights that they had in respect to the timber thereon, were rights and interests other than that of the province in the same to say the very least, and I do not desire to be understood as indicating any opinion as to what, if any, right the province has in respect to such lands.

The plaintiff is entitled to the declaration that I have before mentioned, but I am still of the opinion that the action must in all other respects be dismissed, with costs to the defendants claiming under the licenses of the Dominion Government and to the defendant the Attorney-General for the Dominion Government. I do not see that I can give the other defendants any relief, but I am willing to hear their counsel on the question of their costs.

It is years since the lumber trade has suffered so severly for want of snow for skidding. The present open winter is working havoc with lumber operations in almost every section of the country. Unless snow, and a considerable quantity of it, makes its appearance soon there will be a big break up in the shantying, the crews will be dispersed, and operations cease entirely. In many localities there is hardly a stick drawn to the ice. About the only exception is found in Muskoka where fifteen inches of snow fell the first week in January. There is now excellent sleighing in that locality and lumber operations are being pushed forward rapidly.

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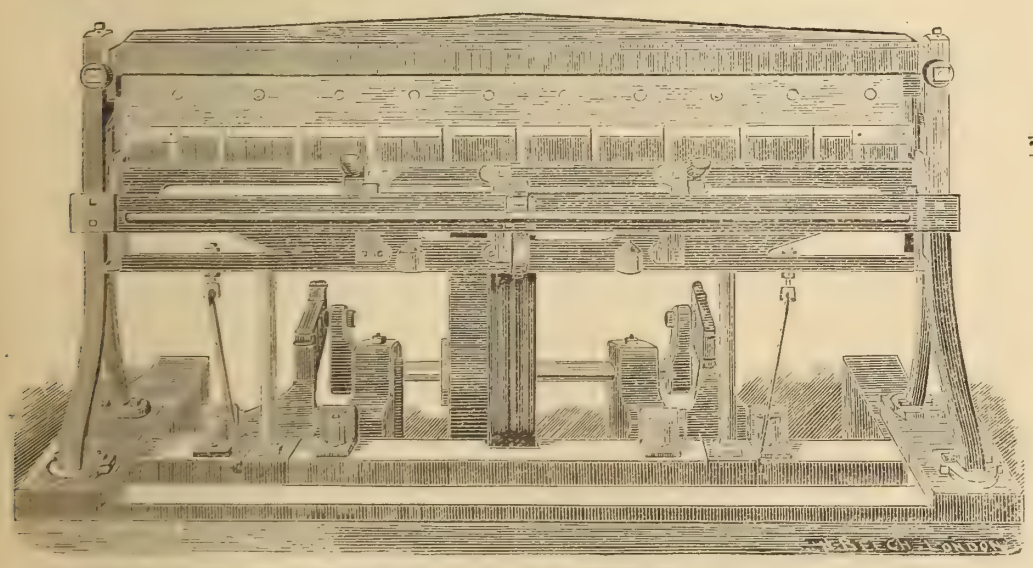

My Lever Hoop Cutter

Is an Iron Machine on timbers, capable of cutting from 75 to 100 hoops a minute. Makes the tap while cutting. I also make Pointer, for pointing planks before they are cut. Planer for finishing hoops, and Coiler for coiling, all simple and substantial. Mill owners whose supply of merchantable timber is becoming scarce, will find this set of Machinery a great addition to their business, as it works that useless stuff, SWAMP ELM, into an article, the demand for which is almost unlimited—A BARREL HOOP. Write for particulars

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Mill Owners will do well to write for estimates before placing their orders.

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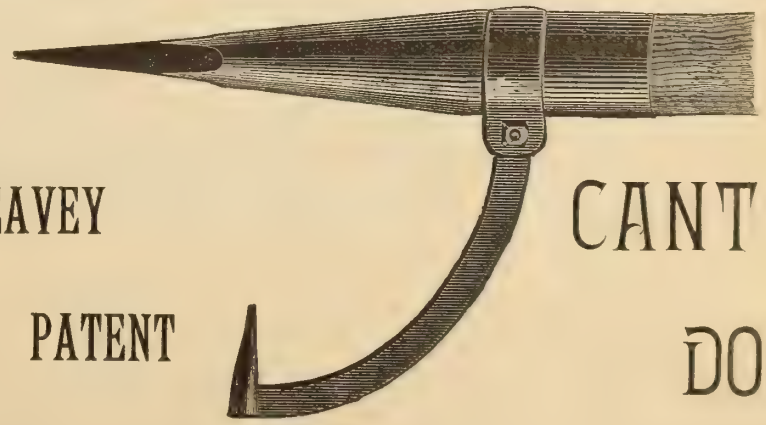

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MONTREAL, QUE

TRADE REVIEW.

Toronto, Ont.

TORONTO, Jan. 27th, 1889.

CAR OR CARGO LOTS

	$34 00@35 00
	40 00
	30 00
20 00	22 00
15 00	16 00
16 00	18 00
12 00	13 00
10 00	11 00
	9 00
24 00	20 00
18 00	20 00
13 00	15 00
12 00	13 00
10 00	11 00
8 00	9 00
8 00	9 00
22 00	25 00
14 00	15 00
11 00	12 00
	14 00
14 00	15 00
2 40	2 50
1 40	1 50
	1 80

YARD QUOTATIONS.

Mill cull boards & scantling	$10 00	Dressing stocks	16 00@20 00
Shipping cull boards, promiscuous widths	12 00	Picks Am. inspection	30 00
		Three uppers, Am. inspect.	40 00
stocks	13 00	B. M.	
Scantling & joist, up to 16 ft	13 00	1½-in. flooring, dres'd	25 00 30 00
" 18 ft	14 00	1½ " " rough	14 00 15 00
" 20 ft	15 00	1¼ " " dres'd	23 00 25 00
" 22 ft	16 00	" " undres'd	14 00
" 24 ft	17 00	" " dres'd	16 00 20 00
" 26 ft	18 00	" " undres'd	12 00 14 00
" 28 ft	19 00	Beaded sheeting, dressed	18 00 20 00
" 30 ft	20 00	Clapboarding, dres'd	12 50
" 32 ft	21 00	XXX sawn shingles per M	2 75 2 90
" 34 ft		Basswood, No. 1 & 2	18 00 20 00
22 50@22 50		Cherry, No. 1 & 2	50 00 60 00
" 36 ft	24 00	Sawn Lath	2 25
" 38 ft	27 00	Red oak	20 00 25 00
" 40 to 44 ft	30 00	White "	25 00 30 00
Cutting up planks 1¼ and thicker dry	25 00 26 00	White ash, 1 & 2	25 00 30 00
" board	18 00 20 00	Black ash, 1 & 2	20 00 25 00

Ottawa, Ont.

OTTAWA, Jan. 29th, 1889.

Dimensions, Inches.			*Per M.*
Mill culls	10 x 1		
"	12	1	
"	12	1½	
"	12	2	
" selected 16 ft. long, above dimensions			8.50 to 9.00
Cull strips, 1 in. thick, 5 to 7 wide			7.00 to 8.00
Mill cut outs	12 x 1		
"	11	1½	4.00 to 5.00
"	12	2	
Scantling	2	4	
"	3	4	12.00
" culls	2	4	
"	3	4	7.00
Laths			1.25
Stock shorts. 12 x 1			10.00
1 inch siding outs, 1¼, 1½, 2			15.00
" outs from shorts, 1¼, 1½, 2			6.50 to 7.00
Outs from stocks	12 x 1		
" "	12	1¼	10.00 to 12.00
" "	12	1½	
Shingles, X			1.25
" XX			2.00
" XXX			3.00
" cedar, No. 1			2.00 to 2.
" cedar, culls			1.25
Difference in planed lumber, in waste and planing			5.00
Ditto, on average good stock			20.00 to 25.00

Hamilton, Ont.

HAMILTON, Jan. 29th, 1889.

Mill cull boards and scantlings	$ 9 00@10 00	Dressing stocks	$16 00 18 00
Shipping cull boards promiscuous widths	10 00 12 00	1¼ flooring, rough	16 00 18 00
		1½ flooring, rough	16 00 18 00
Shipping cull stocks	14 00	1¼ flooring, dressed	25 00
Scantling and joist up to 16 feet	13 00	1½ flooring, dressed	32 00
		1 flooring, dressed	21 50 23 00
do up to 18 feet	13 50	Beaded sheeting 1	25 00 30 00
do up to 20 feet	14 00	Picks, Am inspection	32 00 34 00
do up to 22 feet	15 00	Three uppers Am. In.	40 00
do up to 24 feet	16 00	XXX sawn shingles	2 60 2 70
do up to 26 feet	17 00	Sawn Lath	2 25
do up to 28 feet	18 00	Red Oak	20 00 25 00
do up to 30 feet	20 00	White Oak	25 00 30 00
Cutting up plank 1¼ and thicker dry	20 00 25 00	Basswood No. 1. & 2	16 00 20 00
		Cherry No. 1 & 2	60 00 70 00
Cutting up boards	20 00	White Ash No. 1 & 2	25 00 30 00
		Black Ash No. 1 & 2	20 00 25 00

St. John, N. B.

ST. JOHN, Jan. 29th, 1889.

Deals, Boards, Scantling, etc.

Spruce deals	$12 00	Spruce boards	12 00
Pine "	15 00	Pine "	12 00@40 00
Deal ends	6 00	Oak "	40 00
Scantling	10 00	Ash "	15 00@25 00
		Hemlock "	7 50

Shingles.

Spruce, extra	$3 50	No. 1	1 25
" clear	3 00	Pine	1 25
" No. 1 extra	2 25		

Clapboards.

Pine, extra	35 00	Spruce, extra	24 00
" clears	45 00	" clears	23 00
" 2d clears	35 00	" No. 1	15 00
		" No. 2	10 00

Flooring, Dressed.

6 in. No. 1	12 00	4 in., No. 1	12 00
" No. 2	10 00	" No. 2	10 00

Miscellaneous.

Staves	3 00@ 4 50	Laths	1 80
Heading, 17 in. per pr.	04	Pickets	6 50@15 00
" 18 in.	04½ 05½	Railway ties	15
" 22 in.	04½ 06		

Montreal, Que.

MONTREAL, Jan. 27th, 1889.

Pine, 1st qual'y ₱ M	$35 00 40 00	Basswood, run of log culls out per M	$13 00 18 00
Pine, 2nd " "	21 00 23 00	Oak, per M	40 00 50 00
Pine, shipping culls ₱ M	13 00 15 00	Walnut, per M	55 00 95 00
Pine, 4th quality deals ₱ M	10 00 12 00	Cherry, per M	75 00 90 00
Pine, mill culls, ₱ M	8 00 10 00	Butternut, per M	30 00 40 00
Spruce, per M	10 00 11 00	Birch, per M	16 00 25 00
Hemlock, per M	9 00 10 00	Hard Maple, per M	22 00 30 00
Ash, run of log culls out per M	16 00 20 00	Lath, per M	1 80 1 90
		Shingles, 1st, per M	2 00 3 90
		Shingles, 2nd, per M	1 25 2 00

Saginaw, Mich.

SAGINAW, Jan. 27th, 1889.

CARGO LOTS.

Uppers	36 00@38 00	Norway	8 00@ 9 25
Common	16 00 20 00	Box	10 50 11 50
Shipping Culls	8 50 10 00	Straight measure	12 00 18 00
Mill Culls	6 00	Hemlock	7 50 8 00

YARD QUOTATIONS—CAR LOTS DRY.

Drop Siding.

Clear, ⅞ in	42 00	C, ⅞ in	30 00
A	38 00	D	19 00
B	36 00		

Flooring and Siding—Dressed.

Flooring, clear, d & m	40 00	Siding, clear, ½ in.	22 00
No. 1	33 00	A	23 00
No. 2	30 00	B	17 00
No. 3	20 00	C	14 00
No. 4	13 00	D	12 00

Finishing Lumber—Rough.

Three uppers, 1 in.	42 00@44 00	Fine common, 1 in.	32 00@32 00
1¼ & 1½	44 00 46 00	1¼ & 2 in.	33 00
Selects, 1 in.	36 00	37 00 C. 7, 8 & 9 in.	25 00
1¼ & 2 in.	38 00	Base, 2 to 9 in. No. 1	40 00
		No. 2	30 00
		No. 3	20 00
		Coffin boards 16 in. and over	18 00

Joist, Scantling and Timber.

12 to 18 feet	10 00	22 feet	12 00
20 feet	11 00	24 feet	13 00

Plank and timber, 12 inches wide, $1 extra.

Wide Select and Common—Rough.

C (No. 1 com.) 13in. and up 28 00 | D (common) 14 in. and up . 16 00

Lath, Shingles and Pickets.

Lath, No. 1	1 50	Country brands XXX	3 25@ 3 35
No. 1	1 00	Clear butts	2 25 2 35
Shingles, river brands XXX	3 40@ 3 50	P'kts, 2 to 2½ in rough	12 00 13 00
		Dressed	20 00
Clear butts	2 40 2 50	1¼ in. square, dressed	14 00 19 00

Philadelphia, Pa.

PHILADELPHIA, Jan. 29th, 1889.

White Pine.

Mich. uppers, 1 to 2 in., dry	$45 00@50 00	1¼ to 2 in. plank, barn quality	23 00@25 00
2½, 3 & 4 in	57 00 65 00	Common plank	20 00 22 50
S'lcts, 1¼ to 2 in.	42 50 45 00	⅞ box boards, wide	16 00 17 50
2½ 3 & 4 in	47 50 52 50	⅝ siding, selected	30 00 32 50
12 in floor'g & shelv'g	30 00 35 00	Culls, 12 in.	16 00 18 00
12 in. barn	19 00 21 00	Wide	17 00 18 00
Edge barn, all widths	18 00 20 00	Narrow	13 50
		No. 1 moulding	37 50 40 00

Cargo Lots.

Yellow pine edge bds	14 00@16 00	Scantling and plank	20 00 22 00
Heart face boards	19 00 21 00		

Hemlock Boards and Scantling.

Edge boards	10 50@11 50	Scantling, 2x3 & 2x4, 12 in. stock	11 50 12 00
Fencing, 6 in., 16 ft	11 50 12 00	16 & 18 ft	12 00@13 00
		3x4, to 12, 12 to 20 ft.	11 00 11 50

Shingles and Posts.

Cypress shingles, 24 in. heart, d & b	13 00@18 00	Cedar shingles, 30 in. hand dressed	35 00 40 00
24 in. sap, d & b.	10 00 12 00	Chestnut posts, 9 ft.	32 00
		7 ft.	28 00

HARDWOOD.

Walnut.

Nos. 1 & 2, 1 in., good dry, Indiana	$87 50@ 95 00	Reject or common, 1 in., 1¼ and up	60 00@ 65 00
1¼ & up	92 50 100 00	Culls, 1 in.	35 00 37 50
Nos. 1 & 2, ⅝ in.	72 50 77 50	1¼ in. & up	35 00 40 00

Poplar.

Nos. 1 & 2, ⅝ in. good wide, Indiana	25 00@27 50	Nos. 1 & 2, 1¼ in. & up, good wide, Ind.	32 50 36 00
1 in.	28 00 32 50	Columns, 5x5 & up clear	35 00 35 50

Oak.

Nos. 1 & 2, 1 in., good western, straight	32 50@35 00	Nos. 1 & 2, 1¼ in. & up, good wide, western, straight	35 00 37 50
quartered	49 00 50 00	quartered	52 50 55 00

Ash.

Nos. 1 & 2, 1 in., good western	35 00@40 00	Nos. 1 & 2, 1¼ in. & up, good western	32 50 42 50

Yellow Pine—Yard and Wholesale.

Sc'tlg, 2x4 to 12x14	22 00@23 00	Flooring, 1 in. Va.	17 00 19 00
Plank, 1¼ to 2 in.	23 00 27 50	1 & 1¼ in. Ga. &	
Fl'g, 1 & 1¼ in. No. 1	27 50 30 00	Fla. cargo run	22 00 24 00

Cherry.

Nos. 1 & 2, 1 in., good	62 50 70 00	Nos. 1 & 2, 1½ in. & up, good	65 00 75 00

Detroit, Mich.

DETROIT, Jan. 29th, 1889.

Uppers, Selects, Stocks, etc.

Uppers, 4-4	$43 00	Shop, 5-4, 6-4 & 8-4	$28 50
5x4, 6x4 & 8x4	43 00	Fine common, 4x4	31 00
3 & 4 in	50 00	5x4, 6x4 & 8x4	33 00
Selects, 4x4	38 00	Stocks, 1x12 & 1x10, No. 1	19 00
5x4, 6x4 & 8x4	38 00	1x12, & 1x10, No. 2	16 00
Shop, 4x4	24 00	1x12, & 1x10, No. 3	13 00

Flooring, Siding, Ceiling, etc.

Flooring, select common	22 00	Roofing, D & M	16 00
No. 1 common	18 00	Siding, clear	21 50
No. 1 fencing	16 50	A	20 50
Ceiling, select common	25 00	B	18 50
No. 1 common	22 00	C	13 50
No. 1 fencing	20 00		

Bill Stuff and Culls.

Bill stuff, ordinary sizes:		26 to 28 ft	14 00
12 to 16 ft	12 00	30 to 34 ft	16 00
18 to 20 ft	12 50	Ship culls	12 00
22 to 24 ft	13 00	Mill culls	10 00

Shingles and Lath.

Shingles, clear, 18 in. Ex	3 25	6 in. stocks clear, Ex	4 00
10 in. clear, 18 in.	3 00	5 in. stocks clear, Ex	4 80
6 in. clear, 18 in.	2 00	Lath	2 10

Add for surfacing one or two sides, $1.

New York City.

NEW YORK, Jan. 31st, 1889.

Black Walnut.

⅝ in., all clear	$78 00@ 82 00	Culls, 1 inch	$35 00@ 37 00
1 and 1¼ inches	92 00 97 00	Culls, thick	37 00 39 00
1½ and thicker	98 00 105 00	Counter tops, 18 in. and over	110 00 150 00
Rejects	52 00 55 00		

Poplar, or White Wood.

⅝ in. 10 inches and over	23 00@24 00	1¼ to 2 inch	29 00@30 00
¾ in. coffin boards	27 00 28 00	2½ and thicker	31 00 32 00
1 inch, 10 inch and over	28 00 30 00	Common 1 to 2 inch	21 00 22 50
1 inch, 8 in. and over	26 00 28 50	Saps, 1 inch & thicker	22 00 25 00
		Culls, all thickness	16 00 18 00

Dressed Poplar.

½ inch panel	24 50@25 00	⅜ in. clg. 4 to 6 in	21 00@21 50
⅝ inch panel	27 00 28 00	½ in. clg. 4 to 6 in	24 00 24 50
¾ inch panel	29 00 30 00	⅝ in. clg. 4 to 6 in	27 00 28 00
4, 5, 6 inch casing	30 00 31 00	¾ in. clg. 4 to 6 in	29 00 30 00
7, 8, 9, 10 inch casing	32 00 33 00	⅞ in. clg. 4 to 6 in	30 00 31 00

Ash.

1 inch, white	36 00@ 38 00	Strips, clear	26 00@ 28 00
1¼ to 2 inch	37 00 38 00	Black ash, good	26 00 30 00
2½ to 4 inch	40 00 41 00	Black ash, culls	10 00 12 00

Oak.

1 inch plain sawed,	36 00@ 39 00	inches and over	46 00@ 48 00
1¼ to 2 inch	37 00 40 00	Thicker	48 00 50 00
Thicker	38 00 41 00	Strips under 6 in.	38 00 40 00
Quarter-sawed, white, all clear, 6-			

Cherry

⅝ in., white & clear	65 00@ 70 00	1½ and thicker	88 00@ 95 00
1 inch	76 00 80 00	Counter tops, 18 in. and over	100 00 115 00
1 inch strips	40 00 42 00	Culls, all thickness	18 00 20 00
1¼ to 2 inch	80 00 85 00		

Miscellaneous.

Chestnut, clear	33 00@ 35 00	Hickery, old growth	50 00 60 00
Chestnut common	20 00 23 00	Hickery, 2nd growth	70 00 80 00
Basswood white	30 00 32 00	Elm	20 00 22 00
Basswood common	20 00 23 00	Sycamore	24 00 27 00
Maple, clear	25 00 30 00	Sycamore quartered	35 00 40 00
Birch, clear	32 00 36 00	Gum	34 00 41 00
Birch, 1s and 2s	26 00 30 00	Butternut	45 00 50 00
Cottonwood	20 00 22 00		

Boston, Mass.

BOSTON, Jan. 29th, 1889.

Western Pine—by car load.

Uppers, 1 in	$48 00@50 00	Fine com., 3 & 4 in	46 00@50 00
1¼, 1½ & 2 in	50 00 52 00	No 2, 1 in. Fine com.	29 00 30 00
3 & 4 in	55 00 60 00	1¼, 1½ & 2 in	31 00 33 00
Selects, 1 in	42 00 45 00	No. 1 strips, 4 to 6 in	41 00 43 00
1¼, 1½ & 2in	44 00 46 00	No. 2	37 00 38 00
3 & 4 in	48 00 52 00	No. 3	25 00 27 00
Moulding boards, 7 to 11 inch clear	37 00 41 00	Cut ups, 1 to 2 in	26 00 30 00
60 per cent clear	35 00 37 00	Coffin boards	22 00 26 00
Fine common 1 inch	37 00 42 00	Common all widths	20 00 25 00
1¼, 1½ & 2 inch	40 00 42 00	Shipping culls	17 00 19 00

Eastern Pine—Cargo or Car Load.

Nos. 1, 2 & 3	40 00@43 00	Clapboards, 4 ft., sap clear	40 00 42 00
4	28 00 30 00	Sap, 2nd clear	30 00 32 00
5	23 00 26 00	Ship'g bds & coarse	16 00
Ship'g bds & coarse	16 00	Heart extra	55 00
Refuse	12 00	Heart clear	50 00
West'n pine clapbds 4 ft. sap extra	43 00 45 00		

Spruce—by Cargo.

Scantling and plank, random cargoes	12 00@13 00	Coarse, rough	9 00 12 00
Yard orders, ordinary sizes	13 50 14 50	Hemlock bds., rough	10 00 11 00
Yard orders, extra sizes	15 00 16 00	" " dressed	12 00
Clear floor boards	19 00	Clapbds., extra, 4 ft.	28 00 30 00
No. 2	16 00	Clear, 4 ft.	26 00 28 00
		Second clear	20 00 22 00
		No. 1	12 00 15 00

Lath.

Spruce	1 90@ 2 00

Shingles.

Spruce	1 40@1 50	Cedar, sawed, extra	3 30@3 50
Pine, 18 in. extra	4 50 4 75	Clear	3 00 3 15
Pine, No. 1	3 50 3 70	Extra, No. 1	2 85 3 00
		Cypress, No. 1, 18 in.	5 00 5 25

Buffalo and Tonawanda, N. Y.

BUFFALO, Jan. 27th, 1889.

Norway Piue—Rough.

No. 1, 1 & 1¼ in.	20 00@22 00	Stocks No. 1, 1 & 1¼ in	22 00
No. 2, 1 & 1¼ in.	15 00 15 50	No. 2, 1 & 1¼ in.	17 00
No. 3, 1 & 1¼ in.	11 50 12 00	No. 3, 1 & 1¼ in.	12 00
		Scantling 2x4 to 2x12 12 to 16 ft	13 00
		Timber, 4x6 to 12x12	16 00 25 00

White Pine—Rough.

Uppers, 1 in.	$44 00@45 00	Shelving, No. 1, 13 in. and up	30 00
1¼, 1½ and 2 in.	44 00 46 00	No. 2, 13 in. & up	22 00 24 00
2½, 3 and 4 in.	54 00 56 00	Fine common, 1 in.	30 00
Selects. 1 in.	36 00 38 00	1¼, 1½ and 2 in.	30 00 33 00
1¼, 1½ and 2 in.	37 00 40 00	Common, 1 in.	16 00 19 00
2½, 3 and 4 in.	44 00 46 00	1¼ and 1½ in.	17 00 20 00
Cuts, No. 1, 1 in.	27 00 29 00	2 in.	20 00 22 00
1¼, 1½ and 2 in.	32 00 33 00	Coffin boards	16 00 19 00
2½, 3 and 4 in.	37 00 40 00	Box, 1 in.	13 50
No. 2, 1 in.	17 00 19 00	1¼, 1½ and 2 in.	21 00 22 00	1¼ in. & thicker	13 50
Moulding, 1 in.	30 00 31 00	A stocks, 1x10	27 00
1¼, 1½ and 2 in.	30 00 31 00	1x12	28 00
Siding strips, 1 in.	38 00	B stocks, 1x6 to 16	17 50
		C stocks, 1x6 to 16	13 50

Dressed Lumber.

	No. 1.	No. 2.	No. 3
Base and Casing under 6 inches	$33 00	$23 00	$16 00
Base and Casing, 6 inches	34 00	25 00	17 00
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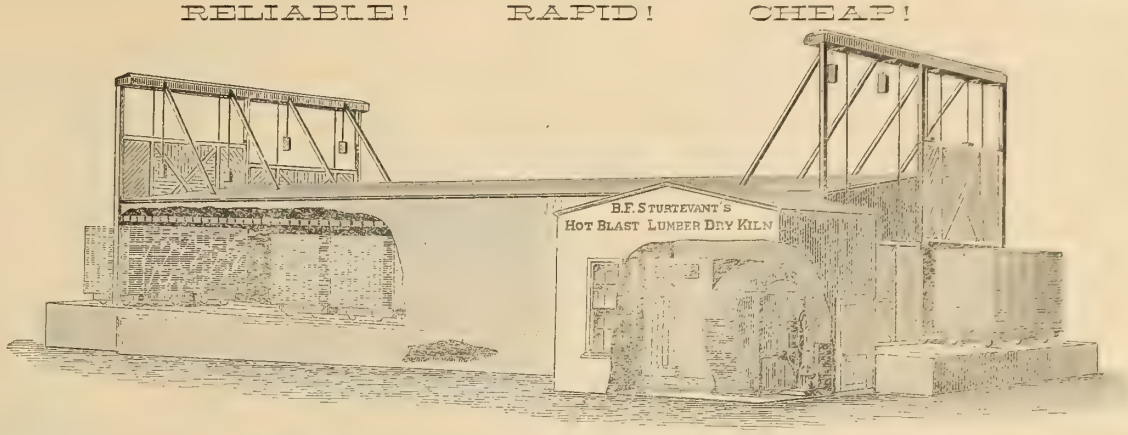

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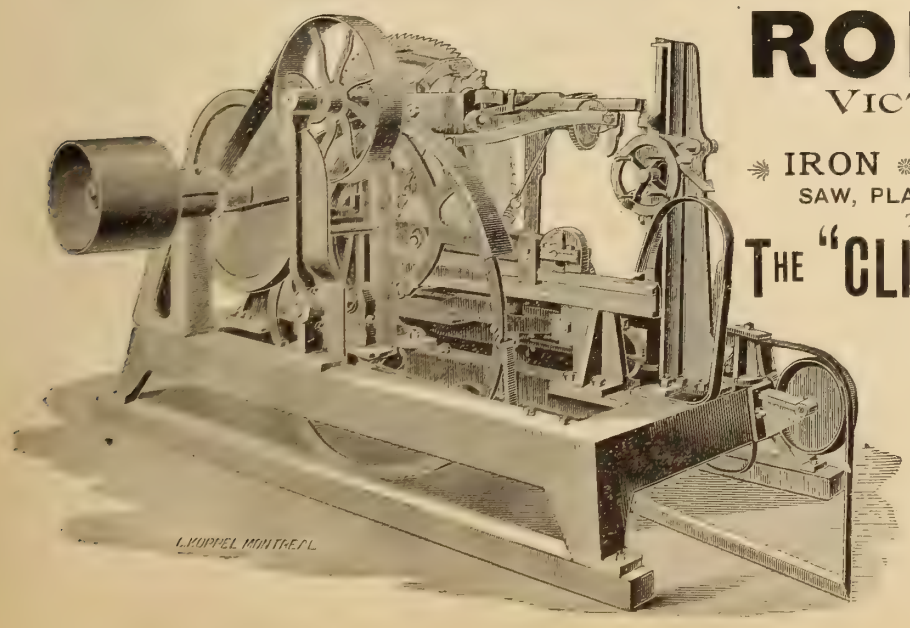

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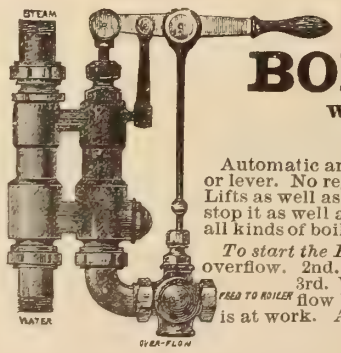

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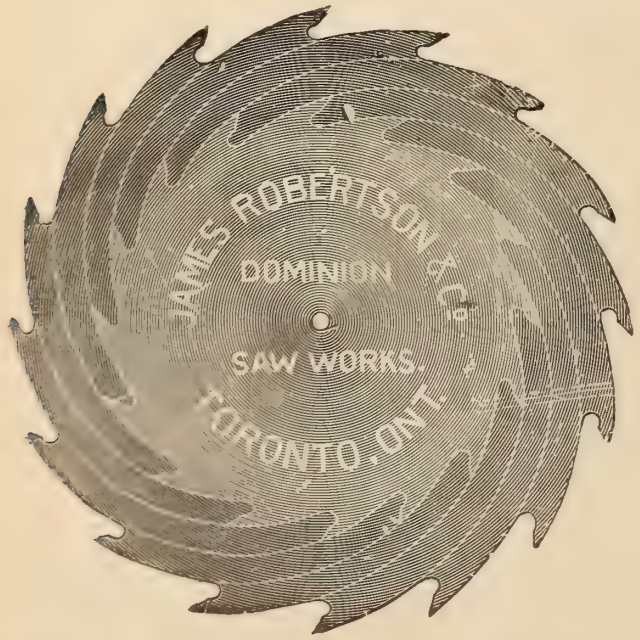

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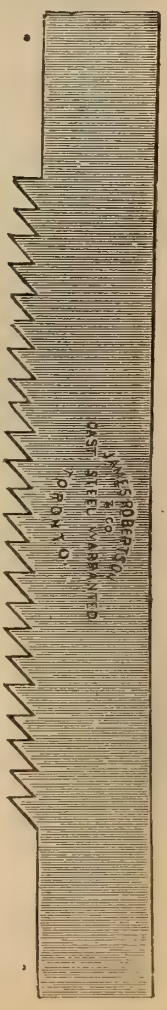

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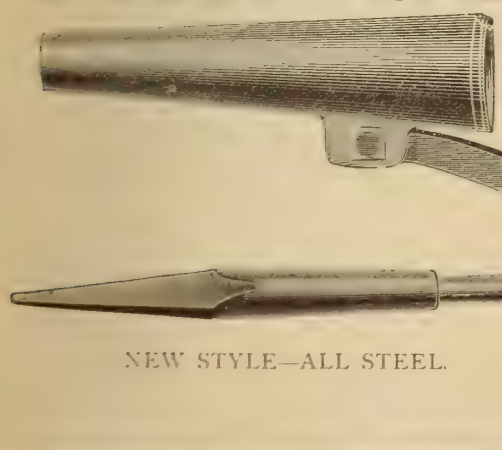

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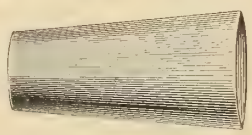

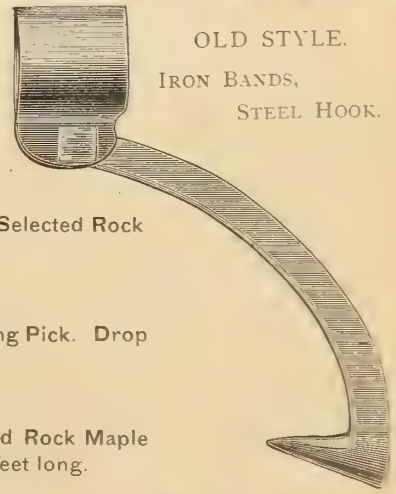

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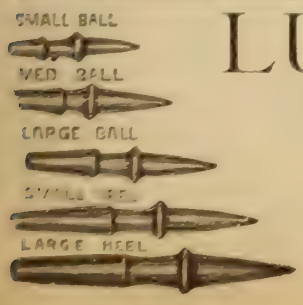

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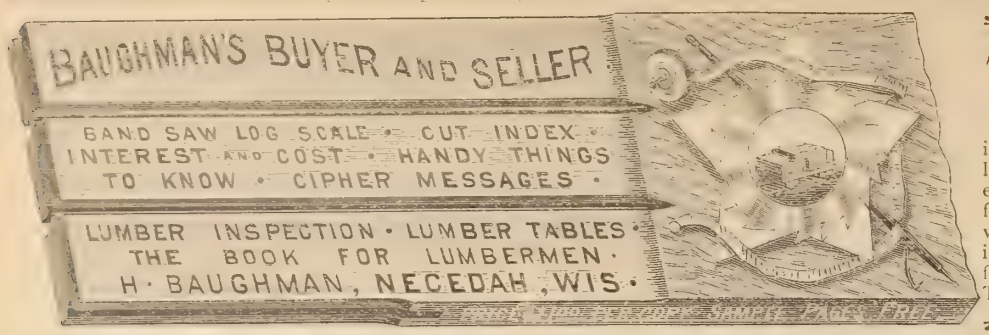
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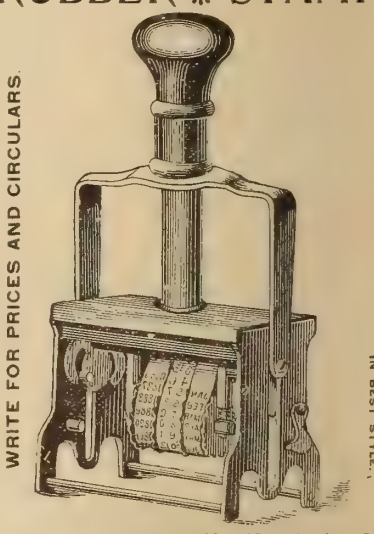

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THE CANADA LUMBERMAN.

VOLUME IX. NUMBER 3. PETERBOROUGH, ONT., MARCH, 1889. TERMS. $1.00 PER YEAR. SINGLE COPIES, 10 CENTS

THE CANADA LUMBERMAN

PUBLISHED MONTHLY BY

ARTHUR G. MORTIMER,

OFFICE: SIMCOE STREET, PETERBOROUGH, ONTARIO.

TERMS OF SUBSCRIPTION:

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THE CANADA LUMBERMAN is published in the interest of the lumber trade and of allied industries throughout the Dominion being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion of them by others.

Especial pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world so as to afford to the trade in Canada information upon which it can rely in its operations.

Special correspondents in localities of importance present accurate report not only of prices and the condition of the market but, also of other matters specially interesting to our readers. But correspondence is not only welcome but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way effecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the truth. Any items of interest are particularly requested for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN with its special class of readers is not only an exceptionally good medium for securing publicity but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements which will be inserted in a conspicious position at the uniform price of ten cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for three successive issues or longer.

Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade or specially interested in it, who should not be on our list thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

WE take the first opportunity of correcting a typographical error which appeared last issue in the advertisement of the Hart Emery Wheel Co., Hamilton, Ont. Under the illustration of their Saw Filer No. 3, the price was given as $72 net, when it should have been $75 net. Intending purchasers will please note this correction.

IT was generally conceded at one time that the cut of logs in the Ottawa and Gatineau districts would be considerably under the average this winter, owing to the scarcity of snow in the woods. The Chaudiere lumbermen, however, now claim that such will not be the case. They say that so far the season has been most favorable for operations in the woods, and in all probability the cut will be a little larger this year than last.

AT Manistee, Mich., there seems to be a good demand springing up from the Canadian side of the line for waney board pine timber to be gotten out during the winter for next season's shipments. As this is something of a new venture for mill men at this point, they are a little chary of taking hold of it at first, as they are not well posted as to the requisite specifications, but as soon as they can see any money in it, they will be in the market for large quantities. The price offered for that class of timber is about $23 at Manistee, which ought to be good enough.

THE avidity with which the Saginaw mill owners seized upon the report from Ottawa that the increased export duty on saw logs was not to be exacted on those previously cut, which they interpreted as a total abrogation of the increase, shows the great importance they attach to this matter. They triumphantly boasted that now they would be able to raft logs from their Lake Huron limits to their mills, which they otherwise seemed at a loss to supply. Now they will still find that they must either do without Canadian logs or must erect their mills in this country.

THE provincial report of the Crown Lands Commissioner of Quebec for the fiscal year ending on the 30th June last, shows that the total revenue of the department during the twelve months was $710,123, that 104,654 acres of public lands were sold for $43,995, and that $41,862 were received on accounts or arrears on previous sales. The number of acres subdivided into farm lots and ready for sales amounts to 7,015,498. Of clergy reserve lands 2,606 acres were sold for $1,217.33. The present extent of these lands is 136,379 acres. The Jesuits' estates yielded $43,713, the mines $839 and the inland fisheries $6,530, while woods and forests $600,000.

THE stock holders and managers of the Eau Claire and Bow River Lumber Co. of Eau Claire (Wis.) and Calgary, Northwest Territory, held a consultation recently in regard to the recent decision of the Privy Council nullifying the leases of timber lands by the Dominion Government to American lumbermen alleged to involve about $60,000,000 of American investments. The officers of the company say they have no apprehension on account of this decision. They claim that it does not legally affect the large tracts which this company has leased. They are in the Northwestern Territories, and they propose to build new mills there in the spring.

AN interesting case was decided at Ottawa on the 5th day of Feb. in the Exchequer Court. Magar *vs.* the Queen. It appeared that for several years the plaintiff had been supplying the Grand Trunk Railway with oak timber and lumber from Michigan for car building, and on it has paid $75,000, under protest, as customs duty. The customs duty claimed it was subject to duty because sawn to certain sizes. Section 726 of the act relating to the importation of lumber says that "lumber or timber, plank, boards, sawn, or otherwise manufactured, free." Justice Burbridge decided that, although sawn to certain sizes, it could not be classed as manufactured, because it was shown that further treatment and dressing were required before it could be used for the purpose intended. Therefore ordered judgment in favor of the plaintiff for the full amount, with costs.

THE *Northwestern Lumberman* scribe claims to have been interviewing one Daniel Cream, of Quebec, on the annexation fad, and reports that gentleman as saying that the feeling among shippers and business men generally is strongly in favor of Canadian annexation to the United States. He does not say whether the "feeling" referred emanates from Canadians or Americans. If the former we beg to differ; but so far as our neighbors are concerned we do not doubt the assertion. Public sentiment in this country is as much opposed to the idea of political and social union with the United States as our neighbors are favorable to it. While there are a few disloyalists among Canadians, who fancy they can see pecuniary benefit to themselves in political union, the great majority of the Canadian people are nevertheless satisfied to remain as they are. Canadians feel that should a perpetual colonial relationship to England be impracticable or inexpedient, there is ample room for an independent Canadian nationality on this continent, peacefully and in friendly alliance with England and America, to build up a nation second to none, not even the "great American Union." Possibly when our neighbors fully realize Canadian sentiment a desire to be annexed to Canada may spring up in every sensible state of the American Union. So mote it be.

THE Minister of Customs and Finance have been interviewed by an influential delegation of saw manufacturers, consisting of representatives of the Montreal Saw Works; Shurly & Dietrich, Galt; The R. H. Smith Co., St. Catharines; James Robertson & Co., Toronto; J. Robinson & Co., Montreal; Paumperie & Bro., Sorel, Que. The delegation represented that the present system of imposing an *ad valorem* duty enabled the American saw men to send their products into Canada in such a way that by not being regularly branded and not quoted in the price lists, certain classes of American saws could be imported at a low rate, and the Canadian manufacturer unfairly dealt with in what should be his own market. The Government was urged to change the present duty by imposing a specific one per lineal foot, as well as an *ad valorem* duty. If this was done, it was represented that the price of Canadian-made saws would not be increased to consumers, but, on the other hand, that the unfair competition against the manufacturers would be removed.

THE returns show that last year in British Columbia the timber output amounted to a hundred and forty million being an increase of forty million feet over the preceding year. From the new mills that have been erected and the limits that have been secured it is anticipated that in the current year the output will be nearly doubled. This is in a considerable measure due to lumbermen, who, hold a leading position in Ontario and Quebec, having taken an interest in operations on the Pacific coast, and under the circumstances their example is likely to be followed. There is not much danger of the forests beyond the Rockies being exhausted in a hurry and there is an increasing business both for shipping, for local demand and for supplying the dwellers on the prairies, so even if the output is doubled within the year the market is not likely to be overburdened. British Columbia is to be the great lumbering region of Canada in the future.

MR. G. O. TYLER, of Burlington, Vt., travelling representative of the Shepherd-Morse Lumber Co., speaking of the agitation going on among United States lumbermen for an increased duty on Canadian lumber, while in Ottawa recently, said: "The agitation will amount to nothing. The Michigan and Wisconsin lumbermen are not politically strong enough to get such a bill through Congress. Sensible men in both Canada and the United States know that each country is more or less dependent on the other in the matter of many products, and the exchange of these products is only the natural order of things, and wisdom dictates that it is for the best interests of both countries that the channel for mutual intercourse should be as free from barriers as possible. The sensible business men in the United States do not want to handicap trade with Canada. Of course, with the Western lumbermen the higher the duty the better for their interests, as they would more or less monopolize the market; but they are only one section of the people and their weight is not sufficient to overbalance legislature in favor of their particular interests. Anything that interferes with trade between the two countries is not popular with the American people as a whole, despite all the talk of retaliation."

WE learn that Yellow Pine, Oak and Elm from this country, though light in stock, has not moved off freely in England of late. Prices do not appear tempting to consumers but the high freights and scarcity of winter stocks in Quebec made prices in England compare very moderately with those asked by Canadian shippers for next season's supplies. Merchants over the water seem very reluctant to face up to the advanced rates demanded for the next season's spring shipments, and business cannot fail to be difficult all round, although shippers seem to show adequate reasons for the high figures demanded.

COLONEL GEORGE TYLER, of Burlington, Vt., who represents a large American lumber company, gives it as his opinion that there will not be an advance in the price of lumber got out in the Ottawa Valley. He states that there are large stocks of such on hand in all the lumber States, especially among the western men. Their money, he says, is invested in better lumber than is manufactured at Ottawa, and they rely for their profits on the first quality. There is stock enough carried over to prevent any corner in the market, and the demand could not catch up with the supply for two years, even if there was not a log cut in the bush during all that time.

PETITION after petition is being presented to Congress urging retaliation on Canada for imposing an extra duty on logs. They hail from all over the States but notably from New York and Michigan. They want a duty all the way from $3 to $6 per M. on Canadian lumber. In the face of so many different requests the Government will find it a difficult matter to act, if they act at all. Now that the feeling of the Canadian lumber trade is drifting towards the abrogation of the export duty on logs our American friends will have less cause for complaint, and will by degrees settle down to the belief that their wishes will be complied with without the interference of Congress. It is gratifying to know that our commercial relations with our neighbors on the lumber question at least are likely to be less strained than in the past.

THE timber trade of Quebec, it is pleasing to observe, is looking up, and the prospects are that the coming season will be among the most successful for many years. The timber trade has been steadily on the wane for some years, the principal cause of which is that the English market has been taking its principal supplies from Norway and Sweden, the pine of the former country being considered both cheaper and better than the Canadian article. From the number of charters already made for the present season's stock, however, it would appear as if producers on this side of the water were going to realize a change in the wheel of fortune. We hear of several more charters for Greenock at $6 per load for timber; also some vessels have been fixed to the east coast ports for timber, but rates have not transpired. It is also stated that some of the liners have been taken up from Montreal, Three Rivers and Quebec to Liverpool for the season at $13.20, and several large steamers have been chartered for spring loading, to a range of ports, at $14.40. One steamer is reported to have been fixed from Montreal and Quebec to different N. B. ports for deals (or) timber at $15.60 per standard all round. From St. Lawrence mills several vessels are also reported to have been taken up to a range of ports at $14.40, and from Miramichi and other New Brunswick ports chartering is going on at $14.40 to $15.50. Our English exchanges appear to foreshadow a revival in the timber trade of that country, which if realized will prove good news to Canadians.

UNDOUBTEDLY the main issue under discussion at the present time by both Canadian and American lumbermen, is the question of the export duty on logs. During the past month decided action has been taken in the matter on both sides of the boundary line. The result of the recent conference at Toronto of the Ontario Lumberman's Association caused great surprise to many engaged in the trade, and we must confess that THE LUMBERMAN was not an exception. The old maxim that there are "two sides to every question" has been fully exemplified in this case It has been but recently discovered that while Canada's exports of logs to the United States from 1880 to 1888 amounted to $156,741, the imports from the United States during the same period amounted to the large sum of $4,319,850, on which there is no export duty. Figures of this description are certainly calculated to dispel all feeling of prejudice in favor of our export duty, and in its stead formulate a desire among the trade to see this one-sided duty removed. While the LUMBERMAN was so unfortunate as to endorse the recent action of the Federal Government in increasing this duty to $3 per M it was done without the knowledge we now have. On investigation we find that upwards of 25,000,000 feet of timber will be brought into Canada this year from the Rainy River district, all of which will be manufactured in this country. For some two or three years past this timber has been coming in by millions; and it is given that there are still from two or three billion feet of logs to come into Canada from that country. What if Congress should levy an export duty on this immense quantity of timber, where would Canada be? To do so would only be an act of justifiable retaliation, which would militate much more adversely to the Dominion than does our present duty to the United States. We have but little doubt but that by the time the next issue of THE LUMBERMAN appears the Canadian export duty on logs will be deeply buried, prehaps never to be revived.

THE case of Simson & Mason (Limited) v. New Brunswick Trading Company was recently tried before Mr. Justice Field and a special jury, in the Queen's Bench Division of the High Court of Justice, London. The question was whether the plaintiffs had waived any rights they had in respect of certain alleged misrepresentations, on the faith of which they said they took shares in the defendant company. The plaintiffs were a limited company formed for the purpose of taking over a wood business, the defendant company being formed to take over the businesses that had been carried on at Miramichi by Messrs. Guy, Bevan & Co., and Messrs. R. A. & J. Stewart. The action was brought to recover damages for fraudulent misrepresentation, the plaintiffs alleging that they were induced to enter into a contract, to purchase 1,500 £10 preference shares in the defendant company for which they claimed £15,000 damages. In the alternative they claimed on the same ground the return of the £15,000, the cancellation of the contract to purchase, and the removal of the plaintiff's names from the list of shareholders of the defendant company. The only question to be considered was whether the plaintiffs were entitled to a recision of the contract. When the defendant company was formed to take over the businesses of Messrs. Guy, Bevan & Co. and Messrs. R. A. & J. Stewart, at Miramichi, the members of those firms received payment in the shape of ordinary shares in the company, and a prospectus was issued offering a large number of preference shares and some £50,000 was subscribed. The plaintiffs alleged that they were led into the transaction upon the representation of Mr. C. Benn, who was at that time in the employ of the company. Simson, Mason & Co. had branches in Paris, Spain, Portugal, Algiers and London, and they were anxious to become the agents of the defendant company, Messrs. Stewart Bros., and Messrs. Guy & Co. The latter had written to the plaintiffs informing them that if they took 1,5000 £10 preference shares in the defendant company they would be appointed their agents, and to finance the shares, the plaintiffs were to be at liberty to draw upon them to the extent of £7,500 each. Agreements were finally entered into on the 15th of February securing to the plaintiffs the agency of the defendant company in London and different parts of Europe, and also enabling the plaintiffs to draw drafts on Messrs. Guy & Co., and Messrs. Stewart Bros. suspended payment and became bankrupt. It was proven in evidence that misrepresentation had been made, and that fraud had been committed. His Lordship summed up the whole case, and the jury found that the plaintiffs were entitled to the relief sought for, namely, to have their £15,000 returned and the agreement cancelled.

SPLINTERS.

THE statement has been published that the order-in-Council has been passed prohibiting the owners of lumber mills from throwing sawdust and other mill offal into the Ottawa river, but the report has been officially contradicted.

* * *

THE tariff bill passed by the Senate reduces the duty upon lumber from $2 to $1.50 per thousand, but Canadian lumber must pay the old rates so long as the increased duty on logs is maintained by the Dominion Government.

* * *

THE McArthur Bros. Co., of Quebec and Toronto, have given up shipping direct to Europe, and their stock will hereafter be handled by Messrs. Smith, Wade & Co., of Quebec, whose English house is Messrs. Walcot & Co., 17 Gracechurch street, London.

* * *

MESSRS. ROSS & CO. have got some very fine limits in the Nipissing District which they are offering for sale on another page of the present issue. Anyone desirous of viewing a drawing of these limits and the section of country in which they are located, can do so by calling at the office of this journal.

* * *

IT is now almost a foregone conclusion that there isn't the slightest probability of the United States Congress passing the Senate bill, and as a result the tariff on lumber is likely to remain, at least for some time to come, as it is at present. All the anxiety and discussion bestowed on this subject will evidently prove so much time wasted.

* * *

ROBIN & SADLER, the well known Leather Belting manufacturers of Montreal and Toronto, have just finished a large driving belt for the new double engine of the Royal Electric Co., in Montreal. This belt, which is of double leather, is 28 inches wide and 100 feet long, and is now running in that first class style which is the rule with belts of Robin & Sadler's make.

* * *

THE St. Catharines Milling and Lumber Co. are about presenting a claim to the Dominion Government for compensation arising out of the company's expenditure under Dominion license in the disputed territory. At the time of writing the directors have not decided on the amount of damages to which they claim to be entitled, but it is expected that the amount will shortly be fixed.

* * *

The British & American Timber Co., (Limited), which has a capital of £2,000,000 or $10,000,000 is reported to be in the market for 4,000,000 acres o' Southern timber lands. Mr. Preston Ashbridge, the agent of the company, has already purchased through W. H. Howcott, of New Orleans, 500,000,000 feet of standing timber, including white pine, poplar, cherry, etc., in West Virginia, and 200,000,000 feet of yellow pine in Florida, Georgia and Mississippi.

* * *

EDWARD E. MANHARD, of Toronto, is in jail at Oswego, N. Y., charged with defrauding John K. Post & Co., lumber dealers, out of $2,500. The accused was a member of the insolvent firm of Manhard & Co., lumber dealers Toronto, of whom Post & Co., bought considerable lumber. In September Manhard drew on Post & Co. for $2,000, alleged that his firm had shipped Post & Co. a cargo of lumber. The lumber never came and the Toronto firm failed. Post & Co. claim to have lost about $6,000.

* * *

There passed away at Port Hope during the last month one of Canadian pioneer lumbermen, in the person of William A. Spooner, aged 79 years and 7 months. Deceased moved to Canada with his family in 1849, locating at York on the Grand River, where he engaged in lumbering. Probably no man in Canada, in his time, used up more of the forest of pine in the now older settled country. Years later he was engaged at Bell Ewart for H. W. Sage & Co., and with A. G. P. Dodge, of Waubaushene; also at Midland. Since retiring from active business he has been spending his reclining years with his son, Mr. A. W. Spooner, at Port Hope, where he made many warm friends.

THE LUMBERMEN AND THE EXPORT DUTY.

The annual general meeting of the Ontario Lumberman's Association was held in the Board of Trade rooms in the city of Toronto on Feb. 7th last. Notwithstanding the heavy snow storm that was raging at the time the representation of lumbermen from every part of the province was large. Mr. A. H. Campbell, the president, took the chair, the all-important question of the export duty on logs being the first business brought up.

A very lengthy discussion on this subject ensued, but it was evident from the first that the meeting was in opposition to the recent action of the Dominion Government in levying an additional one dollar export duty on logs cut in Canada and then taken into the United States. From the figures contrasting our imports of timber with our exports it is not surprising that the resolutions which follow were put to the meeting and passed almost without a dissenting voice. The resolutions are as follows :

Resolved, That the export trade in long, round timber is an advantageous one for Canada. Timber of this class is not exported for the purpose of being converted into ordinary sawed lumber, and its preparation and delivery at the place of shipment involves the outlay of more money in Canada, as a rule, than its conversion into lumber would ; besides the waste in squaring the timber is avoided. The round timber trade is at least as desirable as the trade in boards, in the preparation of which the hollow butted, the shaky and the knotty portions of the tree are left in the woods to rot, while in the preparation of long round timber small hollows in the butt, and the rough portions at the top of the tree are not cut out of the stick. There is as little reason for the imposition of export duty on long round timber as there would be on square or board pine.

That as the exportation of saw logs from the United States to Canada is not obstructed by a duty, the duty on pine and spruce logs exported from Canada to the United States seems unreasonable, from the fact that the exportation of pine saw logs from the United States to Canada greatly exceeds their exportation from Canada to the United States, the value of logs of all kinds exported from the United States to Canada from 1880 to 1888 having been $4,319,850, while the value of those exported from Canada to the States in the same period was only $156,741.

That the small export of pine saw logs during the term of years when the export duty was only $1 per thousand clearly indicates that the danger of towing short logs on the great lakes will always act as a check on the business of exportation, and leave the export trade, as has hitherto been the case, almost wholly confined to long, round timber, which can be rafted in chains and towed with much less risk than short logs.

That the export duty produces irritation and bad feeling, and the movement in the United States to have it removed, and its amount added to the import duty on lumber, will in all probability prove successful at the next meeting of Congress, if not in the present session. That if a plenary duty is once imposed it may be a work of time and difficulty to secure its removal even after the repeal of the export duties. The amount of export duty collected in Canada on pine logs in 1888 was $935.80 while the value of the pine lumber exported to the United States during the same period was in round numbers $7,500,000, and to risk the increase of duty on the entire export of pine lumber for the paltry pittance of export duty, or for the purpose of preventing the small export trade in logs which might be developed if the duty were removed, seems in the highest degree useless.

That the secretary of the association be instructed to draft a copy of the resolutions, and that such a copy, duly attested by the president and secretary be placed in the hands of a committee who are instructed to wait on the Privy Council at Ottawa for the purpose of presenting it, and of urging the views of the association regarding these matters on the Government.

That the committee shall consist of E. B. Eddy, J. Charlton, J. R. Booth, W. E. Edwards, Jas. MacLaren, N. Dyment, Jas. Scott, E. H. Bronson, A. M. Dodge, W. C. Caldwell, Jno. Waldie, Wm. Caldwell, D. Gilmour, A. McLachlan, H. H. Cook, P. White, A. Fraser, J. Bryson, J. B. Miller, J. Gilmour, H. Robinson, A. Thomson, J. Steward, Jno. Price, J. Gillies, G. B. Hall, J. Cameron, H. K. Egan A. Baptiste. W. R. Thistle, R. Blackburn, Col. D. Tisdale, H. McCallum, A. H. Campbell and J. L. Burton.

After the resolutions had been read and adopted the following members of the association were elected as the board of management for 1889 : M. M. Boyd, J. M. Niven, D. Gilmour, A. H. Campbell, J. McLaren, J. Waldie, J. Charlton, J. L. Burton, E. H. Bronson, W. C. Caldwell, H. H. Cook, N. Dyment.

Acting upon instructions contained in the above resolutions a large and influential deputation waited on the Government on the 21st ult., and urged the abrogation of the export duty. The deputation consisted of Messrs. E. B. Eddy, H. K. Egan, Wm. Hurdman, Hiram Robinson, Wm. Mackie, W. R. Thistle, E. H. Bronson, J. A. MacLaren, J. R. Booth, Ceo. Perley and John A. Cameron, Ottawa ; Alex. Fraser, Westmeath ; H. W. French, Quebec ; Dr. Sprague and G. H. Bradbury, Winnipeg ; J. L. Burton and N. Dyment, Barrie ; James Gillies, Carleton Place ; T. B. Colville, Lanark : and A. H. Campbell, Toronto. The following members of Parliament were also present : Messrs. McCarthy, Waldie, Charlton, Cooke, Edwards, White (Renfrew), Cargill, Gilmour and Hale. The interview with the Government took place in the Privy Council Chamber. The Ministers present were : Sir John A. Macdonald, Sir Hector Langevin, Sir Adolphe Caron, Sir John Thompson and Messrs. Abbott, Carling, Costigan, Foster, Haggart, Dewdney, Tupper and Bowell.

The deputation was introduced by Dalton McCarthy and Mr. A. H. Campbell, who acted as spokesman, informed the Government that those present were a committee appointed by the Lumberman's Association to lay before them the resolutions recently adopted with reference to the export duty on saw logs. He then read the resolutions as printed above. Proceeding to urge upon the Government the view taken, he said that the export duty was not put on for the purpose of raising revenue. It was doubtless imposed in order to encourage the manufacture of lumber in Canada and afford additional employment for artisans. This anticipation had not been realized. The result had been that a petition had recently presented to the United States Senate requesting that the duty on lumber coming from places where there was an export duty on logs be raised. This would strike a severe blow at the lumbering trade of Canada. Thus far an important part of the lumber manufactured in this country has been exported to the States. With an increase of duty the trade would be destroyed. A large portion of the lumber manufactured here was of a grade that could not be profitably exported to any other place than the United States on account of the cost of transportation. If the United States levied higher duties upon lumber, the production of this class would have to be greatly reduced. The effect would not be confined to lumbermen, but would strike a blow at Canada. Our own market was a very limited one. The credit of the lumbermen would be injured, and upon credit a great deal their business depended. With the decrease of production, a large number of men in the mills would be compelled to seek employment elsewhere, and would probably go to swell the colony of Canadians in the United States. That this trade was of great value was shown by the fact that the exports of forests and mines during the past seven years reached $162,642.000 more than a quarter of the whole export for the same period. Lumber was represented by about half this sum. This paid two dollars per thousand or twenty per cent. of its value, on entering the United States. It was scarcely fair to place what was practically a prohibitory duty upon the exports of saw logs, when it appeared that of the 550,000,000 imported from the United States from 1880 to 1888, and in the manufacture of which Canada made all the profit that was to be made, whilst on the small quantity of twenty million feet taken from this country to the United States a heavy export duty charged. He felt it would be a wise action on the part of the Government to take the export duty off sawn logs and lumber altogether.

Mr. Charlton, M.P., said that Mr. Campbell's standing in the business and long acquaintance with lumber interests would make his utterances of value. It would be readily perceived that there was no political complexion to the movement to have the export duty abrogated. It was purely business. The export duty was asked for by the lumbermen of Canada. It was asked for, he presumed, under a misapprehension of the true state of the trade between the two countries, and now it was seen that business would benefit by the removal. The bill before the Senate of the United States provided that the duty upon lumber should be $1.50 per thousand, but that, when imported from a country having an export duty upon logs, it should be $2 per thousand. This would subject Canadian lumber to a duty of fifty cents per thousand more than any other country. The bill introduced a few days ago by Senator Baker provided that the duty upon lumber imported from a country that which imposed an export duty should be increased in proportion to the export duty levied. Strong influence would be brought upon the Senate to secure the retaliation upon the Canadian lumber trade. The lumbering interests of Michigan and Wisconsin and the Southern States would seize upon the opportunity to move the United States authorities in this direction. It was altogether likely that the matter would not be dealt with till President Harrison was inaugurated. There was very little difference of opinion among the lumbermen as to the desirability of abolishing the export duty on logs. If matters were different the export duty might be favored, but the threatening aspect in the States changed the position entirely. There was a general impression that the Americans must have Canadian lumber, no matter what duty they pay on it. This was a mistake. Southern poplar was becoming a formidable opponent in the market. These trees grew so rapidly that forests were said to reproduce themselves in 30 years. The tendency was towards making the position of Canadian lumber more and more unfavorable. Hence it was felt that there was great danger to Canadian interests if the course recommended were not adopted. At the meeting of the lumbermen in Toronto only two voted against the abolition of the export duty. All who composed the deputation were in favor of the removal of the duty if the Government would concede it.

Mr. J. R. Booth said that a few years ago that he was one of those who asked the Government to put an export duty on logs. At that time he was not aware of the large number of American logs that were brought into Canada to be manufactured into lumber. Having heard the real state of things, he thought the duty should be removed. It would certainly be in the interests of the trade, and he could hardly think the Government put the duty on to raise revenue.

Sir John Macdonald—We were convinced by your arguments Mr. Booth.

Mr. Booth said things had changed, and as the Government had put on the duty in the interest of the trade. they could now remove it with the same object. Whether it would be in the interest of the Dominion he was not prepared to say.

Sir John Macdonald—How would the removal of the duty affect the small mills which are not owned by lumbermen ?

Mr. Campbell—This would affect the Georgian Bay district more than any other part of the Dominion. That is the only part from which we export logs to any extent. I do not think there are any mills there which are not held by large owners.

Mr. Eddy next addressed the Government. He said that before the meeting in Toronto he was perfectly willing that there should be an export duty on logs. He did not know the extent to which Canada imported logs. He then changed his views, and now believed it would be better if the duty were abolished. He saw no prospect of Canadian lumber ever controlling the American market.

Mr. Bronson said he had supported the export duty, but now recognized that it should be abolished. Canada's market for lumber was the United States, and we should do everything to encourage that trade.

Sir John Macdonald, replying to the deputation said—This is a very grave question. I do not think we are to be prevented from changing our policy with reference to it, if it is for the good of the country. That is the only question we have to consider. We are aware that this is an important question, and have received representations from both sides and from various quarters. We have the strong authorative opinion of this association. All that I can say is that we will give full weight to all the remarks made by the gentlemen and the various considerations laid before us, and will act according to the best of our judgment. The result of our deliberations will be communicated to you through the ordinary way of Parliament. I desire to repeat that we will be guided altogether by the consideration of what we think best for Canada under the citcumstances, and considering our present relations with the United States. The Premier's remarks were applauded, after which the deputation withdrew.

Why the Old Man Grew Suspicious.

An old fellow who was running a saw mill down in the southern part of Tennessee had considerable trouble in getting a man who understood the business of sawyer. Finally, when the owner of the mill became wholly discouraged, a respectable fellow came along and asked for a situation. He showed a paper from one of the leading mill men of the country, stating that the applicant was one of the best of sawyers. He was engaged, and when he had been at work about three weeks the proprietor called him one morning and said :

"Mr. Collier, you needn't go to work to-day."

"Are you going to shut down ? '

"Yas, so fur ez you ere consarned. "

"What ! you don't wan't me any longer ? "

"Yas, that's it."

"Why, havn't I been giving satisfaction ? "

"Oh, yas, so fur ez yo' work goes."

"Then what is the matter ? "

"Wall, I have noticed that you put on too many shirts."

"I don't understand you. "

"Wall, yo, change yo' shirts too often. You have been working here now three weeks, an' I notice you put on a clean shirt about every eight days."

"But, my goodness, is there anything wrong in that ? "

"To some folks there mouten't be, but thar is to me. A fellar cam along here once and changed his shirt every 12 days."

"Well," said the sawyer, "what else did he do ?"

"Run away and married my daughter, that's what he done. Then thar came along a fellar that changed his shirt 'bout every ten days. He ran away with my wife. Then another fellar changed his shirt 'bout every nine days, an' he run away with my pocket book that contained 15 dollars. So I find that the off'ner a man changes his shirt the whrse he is, an' afearin' that you mout run away with my mule colts, I reckon you'd better go now, while I've got my eyes on you."—*Arkansas Traveller.*

LUMBERING IN BRITISH COLUMBIA.

Lumbering operations in this province have been carried on with great vigor during the past year, with the result that the cut of 1888 is the largest in the history of the province. The total cut of the province during the year is placed at 140,000,000 feet, or about 40,000,000 feet in excess of last year. On Burrard Inlet (Vancouver), the mills have been kept cutting actively during the season, the demand, both local and for export, being good. The Moodyville Mill Co., on Burrard Inlet, cut 29,182,960 feet for the year, and exported 35 ship loads, distributed as follows:—South America, 8,028,454 feet; China, 4,157,684 feet; Australia, 15,958,493 feet; Japan, 146,869. The balance of 897,460 feet was taken by local dealers.

The Hastings Saw Mill Co., Vancouver, cut 14,048,854 feet, of which 13,567,783 was exported to foreign markets in 17 vessels. The company also turned out [illegible] kets, and 21,787 bundles of lath, which was mostly exported.

The Vancouver mill of the Royal City Co., cut about [illegible] feet, besides lath, shingles, etc. The product of this mill is mostly taken by the local trade. There is a sash and door factory in connection with this mill. The Commercial mills, Vancouver, owned by Leamy & Kyle, cut about 9,000,000 feet, consumed by the local trade. G. F. Slater's shingle mill, Vancouver, cut about 75,000 shingles daily, and is now increasing the capacity of the mill to 115,000 daily. The sash and door factory of Geo. Cassidy & Co., is a new institution put in operation during the year, and giving employment to 25 men. A shingle mill with a capacity of 40,000 per day, is being added. Fader Bros., who own a small mill at Vancouver, are erecting a mill of a capacity of 85,000 feet per ten hours. The total cut of the Vancouver mills would therefore be in the neighborhood of 64,000,000 feet of lumber besides a large quantity of shingles, lath, pickets, etc.

At Westminster are located the mills of the Royal City Planing Mill Co., and the Brunette Saw Mill Co., the former mill the largest in the province. The Royal City mill cut 22,000,000 feet of lumber, 5,000,000 feet of moulding, 6,000,000 lath and pickets and 7,500,000 shingles. There is a sash and door factory in connection with this mill in which 25,000 sash and 15,000 doors were manufactured. The mill employs 425 men in the mills, and in connection with its tugs and boats. Five vessels loaded at this mill with lumber for export during the year. This was a new feature of the trade, as heretofore no exports of lumber were made direct from the Fraser river. The company shipped a considerable quantity of timber to the United States for car manufacturing. This company also owns the saw mill and sash and door factory at Vancouver. The Brunette Mill Co. has increased its capacity during 1888. The output of this company was 7,000,000 feet of lumber, 2,500,000 feet of moulding, 3,500,000 shingles, 1,000,000 lath and 50,000 salmon boxes.

At Chemainus, the mill of Croft & Angus cut 16,000,000 feet, a portion of which was exported. W. P. Sawyard, Victoria, cut about 12,000,000 feet, sold altogether in the local trade. There are also five sash and door manufacturing establishments at Victoria. The total output of the thirteen mills named would amount to 121,231,815 feet of lumber alone. There are a number of smaller mills at coasts and interior points, which would bring the total up to about 140,000,000 feet. Exports of lumber from the province to the United States for the year were valued at $57,437.

The outlook for lumbering during the present year gives promise of even greater development. British Columbia is now attracting attention in Eastern Canada and the United States. During the past year lumbermen from the East and from Wisconsin and Michigan and elsewhere have visited the province, and the result is that several new schemes are in course of development. The capacity of each of the Westminster mills will be increased, and two new mills are projected, one of which will have a daily capacity of 300,000 to 500,000 feet. At Vancouver, Fader Bros'. new mill, now nearly completed, will be put in operation, and the old Moodyville mill will be overhauled in such a way as to make it practically a new mill. Over $10,000 worth of new machinery is on the way for this mill. The Chemainus mill has lately been purchased by a wealthy syndicate, and the capacity of the mill will be largely increased. The Vancouver Lumber Co. are erecting a mill which will have a capacity of about 25,000,000 feet yearly, and several small mills are in course of erection or projected. One noticeable feature in the lumber industry is the trade that has sprung up during the past year or two with the prairie country east of the mountains. Eastern shipments now form quite an item in the local trade. Cedar shingles especially are in demand from the East, and shipments of these have not only been made to Manitoba and the Territories, but to points further east, in the old provinces of Canada. There is also a growing demand for our fine grained fir and cedar from the east, for finishing purposes for the better buildings. The bulk of the lumber cut in the coast mills is fir, similar to the Puget Sound fir, and it is procured along the coast of both the mainland and Vanvouver Island, for a distance northward from the international boundary of about 300 miles. This fir frequently dresses 100 feet long, with scarcely a knot. One tree cut at the Moodyville mill recently scaled 27,000 feet. A stick of timber was shipped from the Hastings mill which was 28 in. square and 112 feet long. A stick 120 feet long and 20 inches square was taken out last week at the Royal City mill, Westminster. The foreign export trade by water, has been done largely by the Hastings and Moodyville mills at Burrard Inlet, with a few shiploads from Westminister and Chemainus. About sixty vessel loads were exported altogether, going to Australia, Asia, South America, and some to California, though the duties prevent extensive shipments to the latter place. Eastern shipments are made mostly from Westminster mills. On the west coast of Vancouver Island, nothing has been done in lumbering, but a mill for this coast is projected. Altogether, the results of the past year's operations and the prospects for the present year are very satisfactory. The attention which has been given of late to the great timber wealth of the province, points almost to a boom in lumbering operations in the near future.—*Exchange.*

THE NORTHWEST TIMBER SUPPLY.

The question of timber supply for Manitoba and the Territories is an important one. With our present small population, local manufacturers have no difficulty in supplying the requirements of the country, but with the larger population which this country will have in the future, it will not be so easy to fill requirements. Though there are considerable tracts of timber land in sections of the country, yet with such vast areas of prairie land which comprise a great portion of Western Canada, it is evident that when the population of the country becomes at all numerous, the question of lumber supply will be an important one.

Our principal source of lumber supply at present is of course the Lake-of-the-Woods district. The mills of that district have a capacity of forty to fifty million feet annually, and this is being steadily increased. A considerable portion of the logs cut in these mills, however, are brought in from the state of Minnesota, and it would be a matter for surprise should the United States government at any time stop the exportation of logs from the state to Canadian mills. In the event of such a move the timber available at the Lake-of-the-Woods would be very greatly curtailed.

There is a vast section of country between Winnipeg and Lake Superior, say 400 miles in length, which may be called a woody country, but in population to the area, a very small portion of this timber is suitable for lumber. The greater portion is only fit for fuel. Owing to the rocky nature of the country, the growth is small, and the variety of wood found—tamarac, poplar, jack-pine, white birch, etc. — are not very valuable for lumber. There is some good pine tributary to the Lake-of-the-Woods, in Canadian territory, and patches of pine in other sections of this region, but the quality of good timber is not as large as might be imagined, when the vast extent of country covered, is taken into consideration. There is plenty for present requirements, but with a large population in the prairie region to the west, the timber resources of the district, especially for the better class of lumber would soon be exhausted.

In the northern portions of Manitoba and around Lake Winnipeg, there is a good deal of timber suitable for lumber, sufficient to supply the present average requirements of the country for a long time to come. Every year, however, the quantity of lumber required will increase, and in a few years a big hole will be made in this timber area. At present the annual cut of lumber on Lake Winnipeg is under 10,000,000 feet. Riding Mountain country supplies about 2,000,000 feet annually, from the southern and western slope of the mountain. The more northern timber areas of Manitoba have not yet been developed to any extent. There are several other smaller timber districts, which supply a limited quality of lumber, for local use in the immediate vicinity. Spruce is the most valuable lumber furnished by the Manitoba forests, so that it will be seen the supply of fine lumber is limited to the pine timber in the districts to the east of Manitoba.

The vast territory of Assiniboia has very little timber suitable for lumber, though there are patches of forest which furnish a little lumber for local use in some districts. The Cypress Hills is the principal timber district. The population of this territory is very limited, but with the settlement now going on, there will soon be a large demand for lumber from Assiniboia.

The more northern territory of Saskatchewan is fairly well supplied with timber for local requirements for its present very limited population, and the supply is probably sufficient for many years to come. The full timber resources of this territory are not well known. The northern half of the territory, being the portion north of the Saskatchewan river, is supposed to be timbered to a considerable extent, but the country has not been sufficiently explored to determine its full timber wealth. At any rate it will be some time in the future before this district will have a sufficiently large population to call for any very large quantity of lumber from outside sources.

The territory of Alberta has a large supply of timber in and along the Rocky Mountains, which bound the territory on the west and southwest. The country in the vicinity of the mountains is well timbered, with very good qualities of timber in some sections and all through the mountains there is considerable timber wealth. Several mills are established along the line of the Canadian Pacific railway at and along the railway between Calgary and the mountains. There are also a number of mills at points on the railway in the mountains, on the British Columbia side. The small population in the Territories, and the high freight rates charged by the C. P. Ry. Co., has prevented the development of the lumbering industry in the mountains to any great proportions. The freight rates are too high to allow of the profitable shipment of lumber eastward as far as Manitoba. In time, however, as the population of the Territories increases, and the freight rates are reduced, as they doubtless will be, a large lumbering industry will be established in and along the Rocky Mountains, in Alberta and British Columbia.

To British Columbia, however, must Manitoba and the Territories look for a considerable portion of their lumber requirement in the future. As the Territories settle up and the local supply of timber grows less, there will undoubtedly be a large market in the great prairie region for British Columbia lumber.

British Columbia has a great source of wealth in her forests of fine timber. Already there is some demand in Manitoba and the territories for the fine qualities of lumber produced in British Columbia mills, and the deficiency here, especially in fine qualities of lumber, can be abundantly made up in the Pacific province. What is required is a low freight rate from the mountain and other mills of British Columbia. At present, and for years to come, the need of British Columbia lumber will not be keenly felt here, though the demand for the finer qualities of lumber and large dimension stuff, which are hard to supply here, may be expected to increase right along. But as the population of the prairie country increases, and the local supply of lumber decreases, the movement eastward of lumber from British Columbia may be expected to assume large proportions.—*Commercial.*

THE STUMPAGE QUESTION IN NEW BRUNSWICK.

Prominent Lumbermen Talk Over the Situation with Members of the Provincial Government.

During the early part of January a committee representing the lumber interests of the North Shore had a conference with the Attorney-General and several members of the local Government, at Frederickton, on the question of high stumpage dues exacted in that province. Owing to the crowded state of our columns last issue we were compelled to hold over the report of this meeting until the present, but it will not be of less interest on that account. This is the first occasion on which the lumbermen have been able to lay their claims before the proper authorities, and no time was lost in going thoroughly into the subject at issue. The proceedings lasted from eight p. m. to two a. m., and the discussion was of the most animated description. The arguments brought out by the various speakers was convincing proof of the hardships under which the lumbermen—especially in the South Shore of New Brunswick—were laboring, owing to excessive stumpage dues.

The grievences spoken of are concisely but thoroughly enumerated in the following memorial to the Government which was read at the meeting :

"In the interest of the North Shore of New Brunswick, the prosperity of whose people generally depends mainly on that of the lumber trade, the facts and conclusions set forth in the following memorial are respectfully submitted for the consideration of His Honor the Lieutenant Governor and the Hon. the members of the Government.

The unprofitable and discouraging condition of the lumber business on the North Shore, which was the stumpage conference between members of the Government and representatives of the trade, at Frederickton early in 1886 ; of a resolution of the Municipal Council of Northumberland, addressed to the Lt. Governor-in-Council in January of the same year ; and subsequently, of a memorial appealing for the relief in the form of a rebate in the Stumpage charges imposed under the Crown Lands Regulations,—still continues, and imperatively urges another call upon the Government for the consideration which has, up to the present, been withheld.

Those actively engaged in the business submit, that for the past six or seven years, they have continued their operations in the face of the discouragements and reverses which have been marked features of the trade during that period. They have been impelled to this course by the fact that many of them had every dollar they were worth, and even more, invested in mills and other property, to prevent which from lying idle, going to decay and becoming valueless, they had no choice but to continue business, even at a loss.

They were, however, not without hope from year to year that the business would regain some of its former activity, but in this they have been disappointed, the result being that although the greatest economy has been practiced in all departments of their operations, the outlook affords no hope of the trade continuing, in this section of the province, to exist in even its present condition, unless such reductions are made in the stumpage charges as will place the North Shore operators on Crown Lands nearer on an equality than they are with their Quebec and Nova Scotia competitors in the British and continental markets.

The statistics of the lumber trade between Great Britian and the countries from which she draws her wood supplies, show results which suggest that the excessive stumpage impost of the New Brunswick Government is having a very damaging effect on this the most important industry of the Province. They show that while the Baltic ports are increasing their output for the British market and Nova Scotia and Quebec are about holding their own, the imports from New Brunswick are sharply declining, the relative decrease of trade from the North Shore being much greater than from St. John and other Bay of Fundy ports.

The fact that the shipments of the Miramichi have steadily declined since 1883, when they were 149,000,000 superficial feet, until they were only 68,000,000 less than one-half—last year, and that a corresponding decline has taken place in Bathurst, Dalhousie, Richibucto and other North Shore ports, is proof of the startling wane of this important industry, and of the necessity for special effort to avert its gradual extinction.

We submit that the importance of this industry as a contributing factor in the maintenance of the general business of the country, demands for it fostering regard and treatment, rather than excessive taxation, at the hands of the Government. The supplies which go so largely into the production of our lumber are furnished very evenly all over New Brunswick and if—owing to the fact that lumber can be obtained as a mercantile commodity more cheaply in Quebec and Nova Scotia than in this province—such capital now employed here as is floating, be transferred to those provinces or elsewhere, it follows that the whole of New Brunswick must suffer. In these days of easy and rapid communication and transit and of keen competition, no business that is fettered by state restrictions or handicapped by discriminating, excessive or special government imposts, can hope to survive. It is for this reason that the protection of manufactures has become a recognized policy of both the great governments of the North American continent. Not only so, but in Germany, France and other leading countries in Europe, the attention of their statesmen is occupied with fostering and protecting every industry within their boundaries. Those that are threatened with competition from abroad are protected ; others that are weak and struggling are encouraged to continue and extend by bounties and having extra facilities afforded to them. May we not urge, then, that the lumber industry of the North Shore, which is being paralyzed by the enormous burden of the Crown Land tax, is worthy of the prompt and considerate attention of the Government.

We earnestly desire to impress upon the Government the fact that the natural and geographical disadvantages against which the North Shore counties have to contend are not recognized in the present, even to the meagre extent they were in the earlier stumpage regulations ; not only so, but it has, unfortunately for us, been the practice and policy of Provincial administrations in the past, while they were ever ready to meet the demands and facilitate the operations of the trade in other sections of the province, to withold from the North shore equally fair consideration. The effect of this policy is seen today in the fact that while the North Shore Crown Lands are held and administered as if all the Province were equitably entitled to a common interest in them, those of the Central and Southern counties have, for merely nominal considerations, and to aid local enterprises, been transferred to private and corporate owners who, in turn, have influenced public sentiment in favor of excessive Government stumpage rates, in order that their own cheaply-obtained areas might have imparted to them a high value, which is acquired almost entirely at the expense of the Northern section of the province, paralysing its most important industry, destroying the investments embarked in it, and giving the people cause for discontent and despondency which are gradually leading to the depopulation of the country.

Even if it were not true that the Crown Lands of the Central and Southern portions o the Province had been transferred as stated, and that the government parted with the greater portion of them avowedly for the purpose of promoting the local interests of the counties in which they are located, the fact that the northern ports are closed to navigation for seven months of the year, while the great Atlantic port at the mouth of the St. John is open all the year round, ought to entitle the northern counties to compensating consideration at the hands of the Government. Atlantic freights from our Northern ports are from 5 to 7/6 per standard higher than from St. John and Nova Scotia, while we are practically shut out of the great American market for our small lumber, because coastwise freights are from $2 to $2.50 per M higher than those ruling from the Southern ports.

Instead of these adverse natural and geographical conditions being recognized and acted upon by the Government in our behalf, the hardships of our position have been intensified by our being forced to bear the burden of the revenue necessities of the whole province, which the Government would be in a position to so adjust as to make the necessary taxation fall more equitably, but for the discrimination that has always been made in favor of the south and central sections, to the prejudice of the north.

As an illustration of the trend of governmental policy by which the North Shore lumber interest has been most unfairly prejudiced, we beg to remind you that when the Export Duty of 20 cents per M was levied, that impost bore equally upon the trade throughout the Province, the four Northern counties contributing about one-third of the revenue under that head. By pleading the interests of the lumbermen of the Province at Ottawa the Dominion Government—largely with a view of relieving the trade—was induced by the New Brunswick Government to grant to this Province an additional subsidy of $150,000 a year in perpetuity, in lieu of the export duty ; and the local Government of that day is on record as having claimed the abolition of the export duty as a boon to the lumbermen, obtained by their efforts. Subsequent events, however, have proved that only the corporate and private holders of provincial lumber-lands outside of the North Shore were benefited, and while the Government continues to receive the export subsidy, it has laid upon the North Shore trade alone a new burden in the form of the stumpage-tax greater in amount than that of which the whole lumber interest of the Province was relieved with the implied understanding that it would never be re-imposed in any form.

We also beg to direct attention to the fact that while nearly $2,000,000 of provincial money has been given in aid of merely local railways in other sections of the Province—without at all reckoning the aid given to such important lines as Eastern Extension, Western Extension and New Brunswick and Canada Railways—only about one quarter of the sum has been expended in like manner in the four Northern Counties. If interest on the enormous cash subsidies, and stock subscriptions paid by the province in aid of many of the roads named, and stumpage derivable from the land grant of over 1,700,000 acres of Crown Lands to the New Brunswick Railway—in the benefits of which works the Northern Counties in no way participate—were available for the public services of the whole province, as the revenue derivable from the stumpage tax is, the lumber industry of the North Shore would not now be threatened with extinction by reason of the excessive taxation placed upon it under the plea of the revenue necessities of the province ; and we respectfully but firmly state our conviction that so long as the relative positions of the two sections of the province, in this regard, are ignored, and the injustice of the treatment accorded to the North unrecognized, we will feel that the central and southern counties—because they are numerically the stronger, and against right and equity—are abusing their constitutional privileges by working wrong and oppression upon the people of the North.

We recognize the fact that the revenue of the provinces is not as large or elastic as full justice to all the public services requires, but we claim that it is unjust to impose upon one industry alone the burden of making up for all the deficiencies in the various sources of income. Moreover, may we not fairly suggest that, in view of the new and extraordinary expenditures recommended by the Government and authorised at the last session of the Legislature, the revenue of the Province is sufficient to maintain its ordinary services, without the excessive stumpage-tax being continued.

In view of the experience of our operators, mill-owners and shippers during the last six or seven years, we are impressed with the conviction that the question of the continued existence of the lumber business of the North Shore must be settled by the inexorable laws of demand and supply, and it is being settled to our loss and that of the whole country. True wisdom suggests that threatened extinction can only be averted by the Government assisting the natural tendency of business to advance in the direction of the least resistance. If, however, the alleged necessities of revenue are superior to the claims and demands of our commerce in this competitive age, we shall see in the end of the conflict, what is rapidly coming to pass, that both trade and revenue, so far as lumber is concerned, will disappear together; for with a mileage tax of $4 on New Brunswick Crown Lands, against $3 in Quebec, a stumpage tax of $1.25 per M on spruce logs in New Brunswick against only 65 cents in Quebec—while the Nova Scotia trade pays neither, but claims its logs at a cost of about 40 cents per M., coupled with the fact that the Quebec scale is fully ten per cent. more favorable than that of New Brunswick to the operator, no result other than a gradual decline and final extinction of the business of those depending on our provincal Crown Lands for their logs can be reasonably expected.

We beg, in conclusion, to appeal for relief because the excessive stumpage rates of the Crown Lands Department are more than double those in competing provinces. We urge the claims of the large capital invested in mill and other property connected with the working of the lumber industry at the North Shore—representing, in many cases, the results of years of industry and self-denial on the part of the investors, many of whom, we regret to know, have been forced to go out of the trade, having lost all they had in it, while others are engaged in a constant struggle to avoid being driven into actual bankruptcy, and others are obliged to introduce new branches of business in connection with their lumber operations to make up for the losses they sustain in the latter. We claim that the investment of this capital has imparted to the lumber lands of the Crown a value that they would not otherwise have acquired. We direct attention to the comparatively large number of our idle and decaying, or only partially worked mills as proof of the position to which the trade at the north is driven. We appeal for the consideration asked in the interest of a population that is waning, not only because the accustomed work of the lumberman is diminishing, but also because the decline of the trade affects the usual employment of the agricultural and laboring classes—especially of our young people, who have no other recourse but to leave the Province and seek, beyond its borders, the means of livelihood which they have ceased to find within them. We ask for relief, not only because we are handicapped by ice-closed ports for the seven months, while St. John and other ports of the south side of the province are open all the year round, and have at all times, the advantage of us in Atlantic freight-rates ; but, also, because, for the same reason, we cannot at all compete in the American market, even during our short shipping season, with those ports. We appeal for consideration in order that the feeling that we are oppressed because of the undue influence and in the interest of other sections of the province, which have already secured the lion's share of our common revenue and public heritage, may not continue until it becomes a serious element of discord, bitterness and strife between the two great sections of the Province. We claim that we have, in the past, given the Government of the day no reason to complain of our attitude towards it, notwithstanding its having failed to give tangible effect to the friendly assurances and implied promises, with which it has met our former appeals. We therefore, again present our case, relying on its justice for the favorable consideration heretofore denied us, and earnestly expressing the hope that immediate relief from the existing excessive stumpage impost will be granted."

This memorial was signed by the committee representing the North Shore lumbermen consisting of Messrs. Geo. Burchill, (Chairman,) J. B. Snowball, K. F. Burns, H. S. Miller, Allan Ritchie, Scott Fairley, J. D. McKay and D. G. Smith (Secretary.)"

From the very exhaustive discussion which ensued after reading the above memorial our space will only permit of our dealing with a few of the principal arguments adduced.

Mr. K. F. Burns, M.P., was the first speaker. We extract the following from his remarks :

The average difference between the New Brunswick and the Quebec scale on spruce lumber is at least 15%. A log 11 inches by 20 feet, which by the N. B. scale measures 100 feet only measures 83 feet by the Quebec scale. The Ontario scale is even more favorable to the lumbermen. The average size log in N. B. would be about 16 feet by 12 inches.

Not only is the Quebec rate 60 cents per M. less than that imposed by the Government of New Brunswick, but the scale is about 15% less on the average. That would reduce the actual amount paid when comparing it with N. B. to about 55 cents as against $1.25. It is therefore impossible for the New Brunswick operator on the North Shore, where the trade has so many difficulties to contend with, to compete in the markets of the United Kingdom or the Continent with the producer and exporter in Quebec.

In Quebec lands are held in perpetuity. There the operator can improve his streams, can build his roads, can improve his property in any way he pleases and he is not at the mercy of any competitor who may choose to put in an appearance at an annual sale or sale at any stated time. So that not only in respect of the amount of stumpage levied is the Quebec operator in much the more favorable position, but also in the matter of the tenure of his lands, which are a remarkable commodity, which can be sold outright, passing from one to another, or which can be pledged to a Bank or any other monetary institution for the advance necessary to carry on the business incident to the operation or establishment.

New Brunswick has also to compete with Nova Scotia, where the lands were acquired some years ago at almost nominal prices—prices, which rarely exceeded 60 cents an acre. Most of the lands which are now being operated in Nova Scotia were purchased at about 40 cents an acre. There, then,

the operator has no stumpage to pay; he bought his lands at a minimum price. He has also this advantage over the New Brunswick operator, at all events over the North Shore operator; he can get his freights at a less rate. It is a much shorter run across the Atlantic from Nova Scotia ports, as a general thing, than it is from Northern New Brunswick. At all events they get them at a very much less rate.

Latterly an effort has been made to induce the International management to give reduced rates on lumber to St. John and Halifax, in order to admit of ocean shipment from those points in winter. But so far the efforts have been unsuccessful. While the rate of freight on lumber from St. John to Boston rules from $2.50 to $3 and averages not more than $2.75, the ruling rates from the northern ports range from $4 to $5, averaging about $4.50 per M. The freight on laths from St. John to Boston is from 40 to 50c. per M. The rate paid from Bathurst last fall was 80 to 90c., practically double the rate paid from St. John.

Referring to the New Brunswick and Nova Scotia deal trade the speaker said that for the same specification the Nova Scotia exporter gets as good if not a better price than the New Brunswick exporter, while at the same time he has the advantage in freight and stumpage. We are not here, he said, to ask you to discriminate between the southern parts of the Province and the Northern parts. But we are here asking you to reduce the rate of stumpage, and in support of our application we cite the disadvantages under which the trade at the north is carried on compared with the advantages enjoyed by the people of the southern sections of the Province. We use that as an argument in support of our application. We tell you in a word, that the trade cannot afford to pay $1.25 per M. There is capital lost in the business every year and unless something is done in the way of giving relief to the trade more capital will be lost and more financial misery will be felt in the country. We ask you to place us more on even terms with our competitors. We ask you to allow us to live in the business and not to allow us to be driven out of it, as we are being fast driven out. I repeat that the trade cannot afford to pay $1.25 per thousand, and we say it is the duty of the Government, having regard to the general interests of the Province, not of the North Shore particularly, but having regard as I say to the interests of the whole province, to come to the relief of the trade, and I think we have shown you by this memorial, and in a very crude way by what I have stated, that the trade needs relief, and we have shown you to our satisfaction that we believe it is your duty to grant that relief. I am sure you have no desire to see the trade of the North Shore continue in its crippled condition. One of the arguments that has been used in opposition to the application of the trade for relief is that you need the stumpage for revenue purposes. Well, we say you should adjust your expenditure in such a way as to prevent the necessity of imposing on one industry of the Province alone the maintenance of the public services. The trade of the North Shore is in earnest in this matter. It is a matter of financial life and death to them. It is a matter of dollars and cents, and unless the Government grant relief there can be only one opinion, one feeling in the minds of those engaged in the trade, namely that they are unjustly dealt with and we will not cease to urge upon this Government or any other Government the necessity for relief. I do not propose to take up any more of the time. I feel very earnest about the matter; I wish I could present the case in as clear a way to you as I feel in earnest about it. I am largely engaged in the trade; my all is in it, and I feel with my brethren in the business that we have a very strong case and that the Government should come to our relief and reduce the rate of stumpage to figures nearly equal to those paid in the Province of Quebec and elsewhere.

Mr. J. B. Snowball said: We can prove that on the North Shore our business has been very diversified, that few, if any, that have prosecuted the timber business on the North Shore have prosecuted it as a sole business. In my case I invested $117,000 in the timber industry, which I made in other ways, and I do not consider it worth 25c. on the dollar now. There has been a gradual impoverishment of timber shipping interests of New Brunswick for the last 13 years. But it is upon us on the North Shore that the burden falls particularly strong. Where does the timber tax of New Brunswick come from? I find according to the returns of the Province of New Brunswick for the year 1887—the last season for which any report has yet been issued—that in that year you collected the sum of $87,155, from the lumber interests of the Province. Where did that sum come from? Why, gentlemen, nearly one-half of that amount or $40,864 came from the county of Northumberland, alone. The exports of the Province of New Brunswick in lumber that year amounted to 250,000,000 feet of which amount Miramichi only exported 68,000,000 and yet Miramichi paid nearly one-half of the entire stumpage tax and the other half came out of the remainder of the Province. Now, does it not look glaringly and appear an outrage that Miramichi must pay upon 68,000,000 of logs, half the tax upon an export from the Province of 20,000,000?

You talk about the stumpage on private lands being $1.50 per M.! But what is the stumpage now collected on Crown lands? It has always been said that we agreed a few years ago when the regulations were changed to pay $1.25 on certain conditions. I maintain that we never did agree to anything of the kind. We asked for a long lease, the long lease was granted us, and it was made a condition by the government, not by our consent. It was not a bargain with us, but an arbitrary act on the part of the government. They raised it then in 1884 from $1 per M. to $1.25 per M. and in 1883 they retained what we had paid as mileage rates, in addition to the stumpage rates. In 1883, when the stumpage was 80c. and mileage was added, the exports of lumber from the Province paid, as seen in the Public Accounts, a total of $1.12½ per M. to the government. The second year, under $1 stumpage we paid, including mileage, $1.15⅝. In 1885 was $1.49¾ the stumpage and mileage combined. In the year 1886 it was $1.48⅛ and in 1887 it was $1.55½, and for this year we have not the returns. Where does the value of the timber lands owned by the government come from? It comes from the improvements we have made on the streams and on the mills we have built on the tributaries. If it had not been for those mills who would ever have paid you $1.25 or $1.50 for stumpage? By the building of those mills we gave a value to Crown Lands of the Province that they never could have possessed; they never could have possessed it but for the vast amount of capital we put into the country, never supposing that such a tax would be placed upon us. The Crown Lands, you will yourself admit, are getting very much cut away, and, in my own case, to get 20,000,000 off the lands held by me, I have to cut them to their utmost capacity consistent with the outlook for future years. The fact is I am doing just as little business as I can possibly do, consistent with the plant and facilities and capital invested that I have about me. The fact is that the lumbermen of the North Shore are just staggering along, making now the last desperate effort, and that is just what has brought us here; we want to see whether you are determined to crush us right out at once and finally, because that is just the position this thing is in.

It is very well for shippers on the North Shore to complain and say that they are paying $1.50 per thousand stumpage, but we are very easy and don't make returns for more than about one-half of what they cut. I am prepared to state that on the North Shore as a rule we do pay in full. To show the injustice of any such statement as that, we under pay, that the exports of the last year of which we have the official returns, 1887, show that there were 68,000,000 of lumber cut on the Miramichi. There was 32,700,000 feet that paid stumpage, and 30,708,000 feet were cut off private lands and probably a few million more concerning which I could not get information. Out of the 68,000,000 shipped in 1887 9,000,000 were deal ends and small stuff, leaving only 59,000,000 of merchantable lumber shipped. Out of that 59,000,000 of merchantable lumber we paid the government stumpage on 32,700,000 at $1.55½ per M., and there was 30,708,000 that to my knowledge came off private lands—making a total of 63,408,000 that we can prove came off private lands and off Crown Lands on which stumpage was paid, against 59,000,000 of merchantable lumber actually shipped.

Mr. Burns when he was addressing you, was questioned about the value of deals. I would ask if Miramichi deals are inferior to St. John deals? Take up any English circular and you will see to-day that St. John deals are quoted at 5 shillings a standard above Miramichi deals. If that is so are we not entitled to some consideration? If the North Shore deal when it is manufactured and put into the English market, under the circumstances Mr. Burns describes, is to be handicapped with 5 shillings less price in addition to $1.25 additional freight upon it, have we not a claim for consideration? St. John has an open port all the year round; they are not confined to five months in the year for making shipments. They have the opportunity of getting winter freights; we have no such opportunity. We cannot get our deals carried to a port to be shipped in the winter time at any price that would possibly give us a profit. How can we take advantage of low freights? Do you know that the southern part of New Brunswick and Nova Scotia have the advantage of ships coming out to the United States with cargoes from the other side, and, which want return freights, run into St. John and load up with deals at from 7/6 to 12/6 a standard lower than we can get them carried from the North Shore? They can load them on the scows in St. John and then load the ships just as cheaply as we can. They can load steamers in St. John cheaper than we can; but in Quebec they cannot because of the high rates of labor, but in Montreal they have cheaper labor than we have.

Another item of importance is that there are no pilotage regulations with regard to these inlets from the sea on the Bay of Fundy, no tonnage or dock dues, but the fisherman will take your vessel in for $1.50 or something like that, while ours is a long river that must be carefully navigated, where pilotage dues and every conceivable charge must be paid.

With reference to the value of deals, Mr. Snowball said: Parsboro deals are worth as much as Miramichi deals are, and the deals that come from Sheet Harbor and Ship Harbor have as good a reputation as those that come from Miramichi or from St. John. The low freights to the American markets enable the producers of Southern New Brunswick and Nova Scotia to ship laths at say 50c. a thousand into the New England ports, while we are entirely excluded by the high rates of freight. We are excluded from the United States market entirely, we are handicapped when we go to the European market by freights; our deals are quoted in the English market at a lower price than those of St. John, and as we cannot ship our laths to the English market nor take advantage of the American market for them and our other stuff, we are compelled to saw our logs shorter.

Mr. McLellan: What do you do with the 30 foot log? Mr. Snowball: We got two fourteen foot deals, and have to lose the large slabs on the other side.

At this point of the proceedings a lengthy discussion followed between Messrs. Blair, Snowball, Smith, McKay and McLellan as to the understanding on the part of lumbermen at the time the ten-year's lease was arranged for. Mr. McLellan said: when we talked of long leases I asked what the terms of the agreement were, and I was told by the Surveyor-General that the first year there would be sharp competition for licenses, and consequently the stumpage would be only $1.00, and as the licenses would be renewed at the small figure of $4 per mile that, then, the stumpage would be increased to $1.25.

Mr. Burns: I know this that in agreeing to any arrangement proposed the trade were influenced by a fear that a syndicate was being formed for the purpose of buying up all the lands and it was Hobson's choice with them to accept the arrangement offered. It was stated at that time that if the trade did not agree to the terms of the Government for an arrangement of that kind that certain people in the trade were prepared to come in and buy the lands. This syndicate may have been appeased or may have changed their minds when they got the ten-year's lease of the lands. I don't know what prevented them at the time; I can only surmise that they were appeased or influenced by the fact that the ten-year's lease was agreed to.

Mr. Snowball: Mr. Burns was asked if he did not know that there were more failures in Nova Scotia than in New Brunswick. I would like to add my opinion or statement to what he has said, that they have not been so many failures; for this reason and a good reason it is: that the timber trade of Nova Scotia is scattered over the country in small proportions, and, to a large extent is carried on by country traders and grocers and is not a business of itself, with the exception of a few instances at Parsboro, where it is distinctly carried on.

Mr. Burns stated that they sold lands in Nova Scotia for 40c. an acre well up to a short time ago.

Mr. Blair: Mr. Fielding told us they had no lands left.

Mr. Snowball: In 1883 they sold 35,000 acres, in 1884 37,000 acres and in 1885 13,000 acres, making 85,000 acres sold in three years. I asked for information and they made return to me as stated. The time has come when you should know that having battled with this stumping tax for the past 13 years we find ourselves utterly unable to compete with it any longer, and we are here appealing for instant relief from this tax that is so burdensome that it is receiving completely what is the staple industry of the Province of New Brunswick.

The question was further discussed at some length by Messrs. Blair, Snowball, Burns, Mitchell and McLellan. Mr. H. S. Miller then took up the question and said: I have here a contract entered into for this fall for getting logs up the Bay of Fundy. To deliver to the mill at the mouth of the Quoddy River where the logs will be sawn, the contract is $3.50 per M; the cost of sawing these logs, putting the deals on the wharf and into wood boats and bringing them to St. John is $2.90 per M., so the total cost of the deals alongside ship is $6.40 in St. John. Mr. M. continued at length and then said: I hardly think I need take up any more of your time. The necessities of the case have been put very clearly before you. Two years ago we told you plainly what would happen unless redress was given; to-day that necessity exists, and I think the gentlemen who have spoken to-night have put the case before you as strongly and fairly as they possibly could. We are in earnest in the matter; either we must close our mills very soon and the people must leave the North Shore, or some redress must be given in order that some profit may be made.

Mr. McLellan—Mr. Snowball seemed to exult in the fact that they got deals so much less in St. John than at the North; you see when you come to ask Mr. Miller you find that they cost $8.

Mr. Miller—But the $8 deals from Nova Scotia and Bay of Fundy points, come from lands in the same position as lands at Martinshead, on which there is a profit. The man who gets the logs at $3.50 per thousand will make a profit on it, and so will the man who saws it, also the wood boats. With us there is no profit at all, it is all loss from the word go.

Mr. D. G. Smith was the last speaker of the Committee. After a few introductory remarks he said: The statistics of the trade show that capital which is floating—and which can be invested in other places—is leaving the country, and the natural consequence of that is manifested in a declining business. I refer in the first place, in this connection, to the shipments of deals to the United Kingdom from the Province of N. B. to demonstrate the manner in which they have declined. Take the four North Shore counties, and what do you find? In 1883 we shipped 217 millions, in 1884, 158 millions, in 1885, 126 millions, in 1886, 120 millions, in 1887, 115 millions, and in 1888, 107 millions. Down we went steadily during that period on the North Shore. From the other ports of the Province there has also been a constant decline. These figures bear out those of the British Board of Trade, but the British Board of Trade figures show that in the import of wood-goods, generally, into the United Kingdom from the Baltic ports—from Russia, Sweden and Norway—there has been a decided advance in recent years, while, on the other hand, there has been a relative decline, or hardly an appreciable increase from British North America ports. As to the equity of the proposal, to reduce the stumpage, alluded to by the Attorney General, you may remember that when the export duty was levied on the lumber shipped from the Province it was a tax which fell generally upon the whole Province; it made no difference whether the lumber was produced on private lands or on Government lands; that which paid mileage on Government lands and that which paid stumpage on private lands, alike, when it was shipped, paid this export duty, and the revenue of the Province was derived, in that way, equitable and bore evenly upon all the trade. At that time the North Shore paid proportions ranging all the way from a sixth to a third on the duty; but a change was made. The Government of that day, largely induced by representations that the export duty was a burden on the lumbering industry, and for other reasons, decided to abolish it. $24,813.20 was the total amount collected for mileage in the year 1874—the first year after the abolition of the export duty—and that was the total government tax for the year on the lumber industry of the province. In conclusion Mr. S. said: I hope that our appearance here will not simply be a monument, and the phrasing of our claims the epitaph of the North Shore trade; and that nothing will come of it—we have been here—have been before the cabinet here—by memorials and resolutions—I think I may say that when we where here before you did hold out some inducements that our wishes would, in part at least, be met—you have hinted at the necessity of the revenue, but we do not see that the necessities are such that the exhausted state of the lumber trade does not outweigh them, and I think you will see from what has been presented to you that we urgently require some consideration, in order to keep our mills from going to decay, to keep the capital that can be removed from being transferred to other places, and to keep the people in the country who are engaged in farming and lumbering.

Some discussion followed the delivery of Mr. Smith's address, after which the interview closed, having lasted from 8 p. m. to 2 a. m. Mr. Blair saying that he hoped, after the meeting of Council, to be in a position to let them know what conclusions the Government had arrived at.

—Mr. R. D. Wood, Baie Verte, N. B., has begun the manufacture of hardwood butter tubs.

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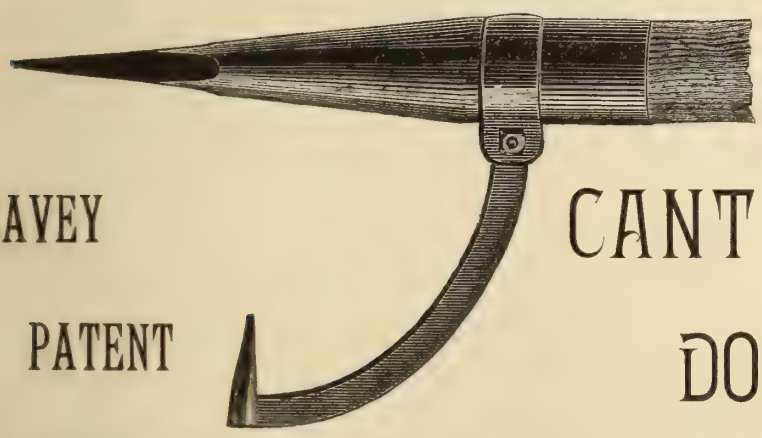

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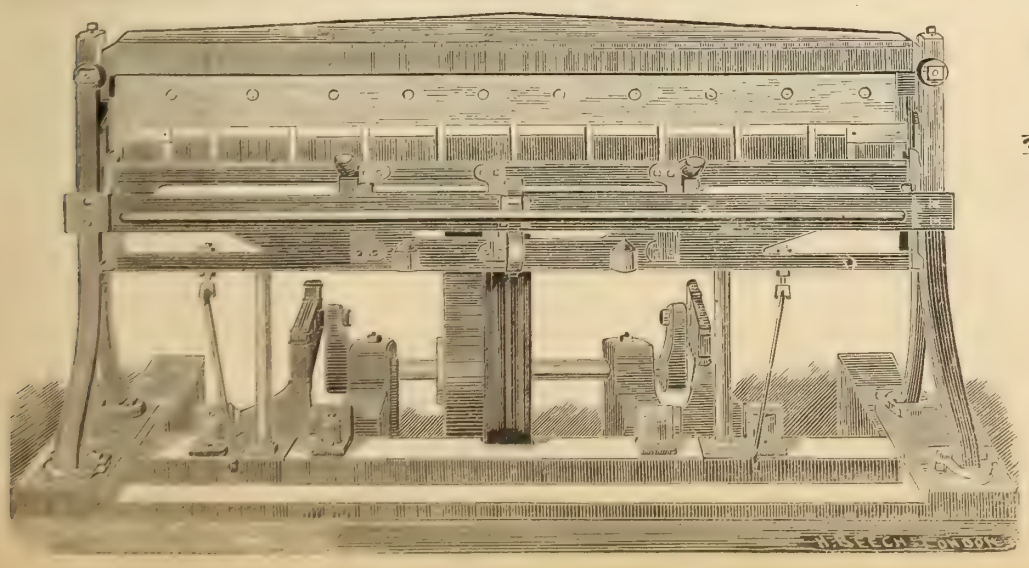

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QUEBEC FOREST RESERVES.

Notwithstanding the sweeping changes brought about last year by the Quebec government in the tenure of timber license holders by abolishing the forest reserve act, says a writer to an exchange, it appears that outside members of that legislature must needs try their hands at curtailing the rights of the limit holder to the profit of a class of men who have, in the past, proved a curse to the country. I mean the pretended settlers. When the forest reserve act was passed a few years ago an end was put to the frauds and consequent damage previously perpetrated under pretense of settlement.

It will be remembered that last year the government brought in a bill which passed the lower house abolishing the forest reserve *in toto*, and thus placing the limit holder at the mercy of speculators, who, under the guise of settlers, could go into the heart of a man's limit, select the lands on which the choicest timber grew, and then, in the names of a sufficient number of his employes, buy the lots (each sale being limited to 200 acres to one man) making one payment on them. And, as this bill provided that all timber cut on sold lots, previous to the issue of the deed by the government, should be subject to the payment of the same rates of dues as if cut under the timber license, and that the dues on such timber should be credited against the purchase price of the land, the government were thus virtually giving away not only the land, but the timber on it, and consequently the revenue which they would have derived from it, had the license holder's rights been protected, but offering a premium to men of small means and elastic consciences to invade the timber country ostensibly as settlers, but really as despoilers of those who, at considerable expense, had fostered the timber and allowed it to grow while paying the government all the time a ground rent for the privilege of cutting it when suitable for profitable marketing. These points being properly represented at the time, the upper house passed the bill with an amendment that the license holder should have thirty months after the sale of a lot to cut the timber on it, which in a small degree remedied the graver faults of the bill as first presented; but even this involved serious results both to the revenue and the limit holder, for naturally as soon as a lot was sold, the limit holder would immediately proceed to take the Pine timber off without regard to size, and thus timber which in a few years would be of great value to the country would be cut down when of little or no value, practically speaking, in comparison. The lumberman would, in a manner, be forced to this course, for, as he had a right to the timber for two years and a half, the settler would have no object in preserving it if left standing; consequently in making the improvements required by the terms of his purchase, he would not care whether it was burnt or not by fires made to clear his land, and thus not only the timber on his lot destroyed, but for miles around, as has been frequently the case in years gone by, involving incalculable loss to the country and not infrequently ruin to the pioneer of a prosperous settlement, the lumberman. It appears strange that men occupying high positions of trust should be led away by specious arguments of interested individuals or political exigencies, instead of being guided by the experience of years of men whose whole energies have been devoted to solving the problem of how to deal with the public lands and timber, so that the interests of the government, which means the public at large, the lumber merchant and *bona fide* settler should be each justly and fairly dealt with without detriment to any of the three. The nearest approach to this solution was the forest reserve act, which protected the government revenue, because as it was all under license, as the ground rent was always coming in when the timber was cut the dues on it were paid, and consequently the public got all that the law allowed them for their timber. It protected the settler because he was prevented from going into a country known to be undesirable as agricultural land, spending money in fruitless efforts to hew out a house for himself and family where he would at best but eke out a scanty existence while the lumbermen worked in his vicinity, and be compelled, after years of useless toil, to leave the place where the best years of his life were fruitlessly spent, to return to a more populously settled district, and take his chance of succeeding in what he might have secured had he settled there first.

It protected the lumberman, because he knew that his rights were secure. He was interested in protecting the timber, by using every precaution against fire, and by only cutting such timber as it was profitable to produce, letting the smaller timber grow till it was suitable to cut. But the Quebec government did not think it a just law. Therefore it was abolished, and the sorry substitute which I have described adopted. Now it seems as if even this will be driven out of existence at the desire of a class of men who have no practical knowledge of the subject, and none but personal or political ends to serve, to gain favor with the farming community, who are in the majority. It would look as if the best interests of the country, because the lumbering interest is undoubtedly the best, are to be sacrificed and frittered away to the benefit of no body or class in particular, but to the detriment of the country at large for no other earthly reason than that the lumber trade has been prosperous for a few years, and a party strengthened in its hold on the office.

Ontario Exports.

The following table, taken from the Trade and Navigation returns, shows the exports from the Province of Ontario for ten years, from 1878 to 1887, of pine logs, planks boards and joists:

Year.	Pine logs M. ft.	Value.	Pl'ks, bds. and joists M. feet.	Value.
1878	106	$ 673	292,435	$ 2,805,703
1879	72	784	282,247	2,579,838
1880	2,020	13,298	491,276	4,137,062
1881	2,632	20,208	473,788	5,396,702
1882	1,243	15,323	500,685	6,094,001
1883	1,041	11,397	445,360	6,145,520
1884	964	7,906	448,406	6,160,057
1885	378	2,284	463,167	5,058,035
1886	2,864	24,429	420,122	5,201,795
1887	6,349	49,237	390,169	5,193,374
Total	19,269	$155,539	4,207,655	$48,778,087

Ottawa Exports.

The following summary of the exports of lumber from the city of Ottawa during the year 1888 has been compiled by the *Free Press* of that city:

Manufacturers.	English Market.	South American Market.	United States Market.	Local, chiefly Montreal.
E. B. Eddy Mfg. Co.	30,000,000	5,000,000	20,000,000	15,000,000
Gilmour & Co.	20,000,000	.....	20,000,000	10,000,000
Bronsons & Weston Lumber Co.	2,000,000	20,000,000	25,000,000	18,000,000
R. Hurdman & Co.	.....	20,000,000	25,000,000	15,000,000
Perley & Pattee	20,000,000	3,000,000	19,000,000	13,000,000
J. R. Booth	45,000,000	5,000,000	15,000,000	15,000,000
J. McLaren & Co.	3,000,000	.....	12,000,000	15,000,000
W. McClyment & Co.	1,000,000	2,000,000	3,000,000	4,000,000
Pierce & Co.	6,000,000	10,000,000	10,000,000	4,000,000
W. C. Edwards & Co.	20,000,000	2,000,000	13,000,000	10,000,000
The Rathbun Co.	.....	.....	3,000,000	2,000,000
Hamilton Bros.	20,000,000	.....	20,000,000	10,000,000
Ottawa Lumber Co.	3,000,000	.....	.....	7,000,000
R. & W. Conroy	.....	5,000,000	5,000,000	5,000,000
Buckingham Mills	10,000,000	.....	5,000,000	15,000,000
C. P. R. Line	5,000,000	50,000,000	50,000,000	20,000,000
Scattering	2,000,000	1,000,000	5,000,000	12,000,000
	187,000,000	123,000,000	250,000,000	190,000,000
Total values	$3,740,000	$2,214,000	$3,750,000	$1,520,000

Of the above quantity, what goes to the English market is almost entirely carried by barges to Montreal and Quebec, of the South American market lot about 30,000,000 feet are carried in barges to Montreal, about 20,000,000 feet by rail to Portland, and the balance by rail to Boston. Of the 250,000,000 that go to the United States market the following division may be made: 75,000,000 carried direct to Albany and New York in American boats, 50,000,000 by barge to Burlington, 30,000,000 by boat and barge to Oswego and the balance by rail; or, in words, about 512,000,000 feet are removed by water, 218,000,000 by rail and 20000,000 used in local consumption.

Some Things Worth Knowing.

Always lace a belt so that the ends tie in the middle, and not at one edge.

To clean zinc, moisten a cloth with kerosene and rub well; afterwards rub with a dry cloth.

To remove rust from steel, take one-half ounce of emery powder mixed with one ounce of soap and rub well.

Where a heater is used, a pump is more economical as a boiler feed than an injector; but an injector is always preferable where there is no heater.

If you ascertain the thickness of a boiler shell in decimals of an inch, and shift the decimal point three places to the right and then divide the number thus found by the diameter of the boiler in feet, the quotient obtained is the safe working pressure in pounds for that boiler.

Remember, in arranging belts, to have the slack side on the top; it is the proper as well as philosophical way to have a belt run.

To make a flange joint that wont leak nor burn out on steam pipes, mix two parts white lead to one part red lead to a stiff putty; spread on the flange evenly, and cut a liner of guaze wire—like mosquito net wire—and lay on the putty, of course, cutting out the proper holes; then bring the flanges, "fair," put in the bolts and turn the nuts on evenly. For a permanent joint this is A1.

A new process has been devised for cleaning lubricating oil that had once been used, so that it can be used again. The oil is poured gently over a bed of iron which is strongly magnetized. The heaps of iron fragments constitute a magnetic sponge which stops all the particles of metal, especially those of iron. The oil is then passed through two hair filters, and comes out perfectly clean.

PUBLICATIONS.

The annual number of *The Commercial*, published at Winnipeg, is out, and is brim full of interesting matter. It is the only purely commercial paper in Manitoba and is a credit to the rising and progressing constituency it represents.

We take pleasure in acknowledging receipt of a copy of Mr. J. L. Stanley's "Handbook for Hardwood Lumbermen," containing rules for inspection, etc. It is a handy little volume, and from a careful perusal of its contents we judge it is just about what the hardwood dealer has been looking for for some time. Our readers interested in hardwood would do well to send for a copy to J. L. Stanley, 236 Superior St., Cleveland, Ohio.

The Office, published from 66 Duane street, New York, is one of our most valuable and interesting exchanges. It is devoted to accounting and business management and has made hosts of friends throughout both the United States and Canada. The paper is conducted by Mr. A. O. Kittredge, long connected with the *Metal Worker* and *Carpentry and Builder*. Sample copies of this excellent publication will be sent free on application.

The *Canadian Furniture Dealers and Undertakers' Journal*, the inital number of which came to hand last month, is still another addition to the trade journals of the Dominion. The new paper is issued by the Sterling Publishing Co., Brockville, Ont., and makes a good typographical appearance. Advertisers seem to have given it an exceptionally good "send off" and if they continue as they commenced and pay a reasonable sum for the privilege, the new paper ought to bloom like a green bay tree. It has the best wishes of THE LUMBERMAN at all events.

The celebrated "Hanging Gardens of Babylon" were within the precincts of the palace called "The Admiration of Mankind." They consisted of gardens of trees and flowers on the topmost of a series of arches 75 feet high and built in the form of a square, each side of which measured 400 Greek feet. The city of Babylon, with its famous gardens, was razed to its foundation, 690 B. C. Two Thousand, Five Hundred and Seventy-Nine years later we find the celebrated gardens of James Vick in Rochester, New York. For description, Catalogue of seeds, advice how to obtain free a copy of Vick's Floral Guide and also of the famous new rose, called "Vick's Caprice," address, James Vick, Seedsman, Rochester, N.Y.

FIRE RECORD.

The planing mill belonging to R. H. Chandler, Markham street, Toronto, was totally destroyed by fire the early part of February.

The shingle mill near the village of Feversham, Ont., owned by John Hudson, has been destroyed by fire. It was insured for $600.

J. B. SNOWBALL'S MIRAMICHI WOOD TRADE CIRCULAR.

The past year's business has been on a moderate scale compared with that previous to 1885. The shipments show an increase from Miramichi and St. John over those of 1887, and a decrease from nearly all the other New Brunswick ports, the total shipments from the Province to trans-Atlantic ports being 277 million superficial feet, and from Nova Scotia 85 million superficial feet. The stock of wood goods on hand at this port is computed to be 30 millions superficial feet, or about an average, and the stock of St. John is said to be small. The production for the present winter will be about the same as last year. The season, so far, has not been favorable, but the prospects at present are more encouraging for a fair winter's work. The large advance in value of provisions and a corresponding advance in the labor market are making stock cost more than for some years past. The general business outlook for this country appears good and business people, as a whole, are more hopeful.

The year has not been an eventful one on the timber trade of the province. The great advance in freights, coming, as it did, so late in the season, fortunately found the bulk of the contract cargoes delivered. The loss to shippers was, therefore, much less than might have been expected; still it has been severe enough to make them very cautious about cost and freight sales for the coming season.

The export to the United States ports has been large and the demand for South America unusually active. A number of f. o. b. contracts have been placed for South America and full prices are being offered for further business.

Shipments from Miramichi for 12 years from 1877 to 1888 inclusive, were as follows:

1877—150 Million sup. ft.	1881—128 Million sup. ft.	1885—87 Million sup. ft.
1878—106 do do	1882—117 do do	1886—72 do do
1879—114 do do	1883—149 do do	1887—68 do do
1880—155 do do	1884—108 do do	1888—73 do do

THE SHIPPERS FROM PORT OF MIRAMICHI, SEASON OF 1888, were:—

Shippers.	No. of Vessels	Tons.	Sup. ft. deals, scantling, ends and boards	Palings.	Timber. Birch.	Timber. Pine.
J. B. Snowball	35	23,156	21,048,887	1,525,804	25	...
D. & J. Ritchie & Co.	18	10,615	9,964,233	108,400	9	...
New Brunswick Trading Co	17	12,124	9,778,210	267,752	407	104
W. M. Mackay	10	8,985	9,040,118	.....	...	...
Muirhead & Co.	12	7,587	6,996,883	6,000	...	...
Wm. Richards	7	5,479	4,936,683	11,900	...	...
E. Hutchison	9	4,819	4,870,224	49,000	...	...
Geo. Burchill & Sons	5	4,603	4,397,000	12,000	...	...
Geo. McKean	4	2,269	2,178,718	1,464	...	...
Totals	117	79,637	73,210,956	1,982,320	441	104

DISTRIBUTION OF ABOVE SHIPMENTS.

Country.	No. of Vessels	Tons.	Sup. ft. deals, scantling, ends and boards.	Palings.	Timber. Birch.	Timber. Pine.
Great Britain	64	48,241	43,477,985	1,872,991	416	104
Ireland	38	22,375	21,177,078	109,329	25	...
France	7	4,544	4,419,075	.....	...	...
Africa	4	2,438	2,240,594	.....	...	...
Russia	1	953	1,016,788	.....	...	...
Australia	1	692	575,769	.....	..	...
Spain	1	174	103,325	.....	...	...
Italy	1	220	200,342	.....	...	...
Totals	117	79,637	73,210,956	1,982,320	441	104

DISTRIBUTION, BY PORTS, OF MIRAMICHI SHIPMENTS.

GREAT BRITAIN.

Ports.	No. of Vessels	Tons.	Sup. ft. deals, scantling, ends and boards.	Palings.	Timber. Birch.	Timber. Pine.
Appledore	1	322	309,657	.....	...	...
Ayr	1	459	407,227	.....	...	...
Barrow	1	679	688,068	7,500	...	..
Birkenhead	1	606	562,572	.....	...	...
Bowling	1	694	823,720	.....	...	...
Bristol Channel	1	377	369,856	.....	...	...
Cardiff	6	3,901	3,547,385	9,000	...	...
Fleetwood	2	2,126	2,103,977	.....	...	...
Glasgow	1	1,466	1,108,584	.....	...	...
Garston	8	6,246	5,399,327	1,498,075	...	...
Liverpool	11	9,974	9,466,441	95,416	...	...
London	4	3,806	2,812,991	256,000	407	104
Maryport	2	897	852,627	.....	9	...
Mumbles fo.	1	794	591,226	.....	...	...
New Port	2	1,132	976,841	.....	..	...
Penarth fo	5	3,281	3,000,368	.....	...	..
Plymouth	1	398	373,726	.....	...	...
Sharpness	10	7,857	7,128,491	1,000	...	...
Silloth Dock	1	530	512,007	.....	...	...
Swansea	3	1,897	1,675,683	6,000	...	...
Whitehaven	1	799	767,211	.....	...	...
Totals	64	48,241	43,477,985	1,872,991	416	104

IRELAND.

Ballinicura	1	267	278,150	.....	...	...
Belfast	22	14,783	13,990,377	109,329	25	...
Clare Castle	1	332	343,256	.....	...	...
Dublin	6	3,225	2,931,590	.....	...	...
Dundalk	1	438	395,837	.....	...	...
Dundrum	1	211	240,105	.....	...	...
Larne	3	1,342	1,301,835	.....	...	...
Londonderry	1	509	489,991	.....	...	...
Warren Point	1	578	552,128	.....	...	...
Queenstown	1	690	653,809	.....	...	...
Totals	38	22,375	21,177,078	109,329	25	...

FRANCE.

Bordeaux	1	349	329,311	.....	...	...
Cette	1	577	431,813	.....	...	...
Marseilles	4	3,269	3,339,609	.....	...	...
St. Nazaire	1	349	318,351	.....	...	...
[illegible]	7	4,544	4,419,075	.....	...	...
[illegible]	8	4,477	4,136,818	.....	...	...

OTHER NEW BRUNSWICK PORTS.

ST. JOHN SHIPMENTS, 1888.

Shippers	No. of Vessels.	Sup. ft. deals, and boards.	T[illegible] Birch.	T[illegible] Pine.
A. Gibson	105	97,341,131	1,690	...
W. M. Mackay	62	44,070,367	2,711	457
Geo. McKean	19	9,345,196	.....	...
J. & L. B. Knight	3	1,253,840	.....	...
A. F. Randolph & Son	1	907,339	.....	
McLaughlan & Wilson	1	266,314	320	
Totals	191	153,184,187	4,721	457

DISTRIBUTION, BY PORTS, OF ST. JOHN SHIPMENTS, 1888.

Ports.	No. of Vessels	Sup. ft. deals, scantling, ends and boards.	Timber. tons. Birch.	Timber. tons. Pine.
Africa	1	512,689	.....	...
Australia	1	1,049,356	.....	...
Barrow	4	4,109,364		
Bristol Channel	26	21,563,547		
Garston	3	1,708,173	.....	...
Liverpool	59	62,009,774	4,401	457
London	12	7,068,360	.....	
Ireland	46	27,532,654		
France	4	2,705,891		
Scotland	7	3,288,968	320	
Wales	17	13,125,603		
Other Ports	11	8,509,908	.....	...
Totals	191	153,184,187	4,721	457

SHIPMENTS FROM ST. JOHN TO TRANS-ATLANTIC PORTS FOR THE PAST 10 YEARS.

	Total Sup. feet deals, etc.	Timber. Birch.	Tons. Pine.
1879	153,279,357	11,548	3,237
1880	215,485,000	16,035	2,441
1881	210,281,730	5,134	1,734
1882	201,413,717	7,576	3,332
1883	181,517,932	11,778	3,883
1884	164,829,825	14,006	3,836
1885	152,543,026	13,769	3,686
1886	138,934,392	7,354	4,313
1887	118,450,590	5,197	1,587
1888	153,184,187	4,721	457

DALHOUSIE.

Shippers.	No. of V'ls.	Tons.	Sup. ft. deals, scantling, ends and boards.	Timber. B'ch.	Timber. Pine.	Timber. Spr.	Palings
John McNair	4	1,253	1,137,000	5	11	....	.....
Geo. Dutch	2	481	452,000	....	..	....	.....
John Curran	1	731	642,000	....	..	....	.....
Geo. Moffat & Co.	4	2,365	1,974,000	140	..	....	.....
Wm. Richards	9	4,704	4,349,000	....	..	....	3,000
N. B. Trading Co.	1	816	707,000	....	..	....	.....
J. D. Sowerby	1	434	379,000	....	..	....	.....
J. P. Mowat	1	671	292,000	119	..	322	.....
H. O'Leary	3	2,662	2,439,000	....	..	....	.....
Totals	26	14,117	12,371,000	264	11	322	3,000

SACKVILLE and outport of BAY VERTE.

E. C. Gooden & Co.	10	4,497	4,863,000	....	..	....	.....
J. L. Black	3	1,634	1,342,000	....	..	....	40,000
Geo. McKean	2	762	769,000	....	..	....	.....
Copp Bros.	2	780	774,000	....	..	....	.....
W. M. McKay	1	507	494,000	....	..	....	14,000
H. Copp	1	316	327,000	....	..	....	.....
Totals	19	8,496	8,569,000	....	..	....	54,000

RICHIBUCTO.

Geo. K. McLeod	11	5,166	5,005,000	....	..	....	3,000
J. & T. Jardine	4	3,179	3,024,445	....	..	....	.....
Edw. Walker	3	1,136	1,122,156	....	..	....	...
Totals	18	9,481	9,151,610	....	..	....	3,000

BUCTOUCHE.

J. D. Irving	4	631	667,287	....	..	....	.....

SHEDIAC.

E. J. Smith	3	1,124	1,004,075	....	.	....	.....
Jos. L. Black	3	1,479	1,366,000	....	..	....	.....
Geo. McKean	8	3,719	3,340,000	....	..	....	.....
W. McKay	7	2,978	2,768,952	....	..	....	.....
Totals	21	9,300	8,479,027	....	..	....	..

BATHURST.

K. F. Burns & Co	14	9,809	8,524,661	231,953 Hardwood Plank.			
N. B. Trading Co	4	2,596	2,123,000	.....			
W. M. McKay	1	919	815,000	.....			
Totals	19	13,324	11,462,661	231,953			

The total trans-Atlantic Lumber shipments of New Brunswick in 1887 as compared with 1888, were as follows:—

Ports.	No. V'ls.	Tons.	Sup. feet deals, etc.	Tons Timber	No. V'ls.	Tons.	Sup. feet. deals, etc.	Tons Timber
Miramichi	126	75,548	68,121,629	157	117	79,637	73,210,956	545
St. John	155	136,107	118,450,590	6,784	191	170,943	153,184,187	5,178
Bathurst	29	15,676	13,589,769	.....	19	13,324	11,694,614	.....
Dalhousie	41	20,976	18,059,828	928	26	14,117	12,371,000	597
Richibucto	37	15,956	14,751,000	.....	20	10,112	9,818,897	.....
Shediac	20	8,769	8,122,882	.....	21	9,300	8,479,027	.....
Cocagne	2	595	635,580	.....	..	.....	.....	.....
Sackville	19	8,393	8,555,000	.....	19	8,496	8,569,000	..
Totals	429	282,020	250,286,278	7,869	413	305,929	277,327,681	6,320

CORRESPONDENCE.

Editor Canada Lumberman.

DEAR SIR, — The present winter in this part of Manitoba has been one of great activity with lumbermen, and operators look forward to a fair legitimate trade the coming season. Stocks on hand, as a rule, are light. Payments so far have been well met, and upon the whole the present season opens up with the best look-out since the time of the great collapse.

The snow has been late in coming, but we have now the best hauling weather I have seen for twelve years. Teams are able to take from 1,000 to 2,500 feet on fairly good roads.

The Whitemouth Mills have been re-built from the ground up, and are now second to none in this part of the province.

DAVID ROSS.

WHITEMOUTH, Man., Feb. 18th.

Editor Canada Lumberman.

DEAR SIR,—We are still hard at work in the woods in this district, and I thought that a few notes regarding our operations might be read with interest.

There are three firms taking in their supplies from Eau Claire, viz: Messrs. Hale & Booth, Rayside, McMaster & Co., and Mr. Wm. Mackay, all of whom are taking out lumber which will come down the Amable du Fond river. Hale & Booth will manufacture 350,000 feet of square and waney; Rayside, McMaster & Co., 125,000; and William Mackay, 165,000 feet. Mr. John Mackay is also making a raft of 165,000 feet in Sourier, but which he is taking by rail to Belleville. He will have 3,000,000 feet or more of logs coming to his mill at Eau Claire from the same townships. Messrs. Perley & Pattee, of Ottawa, intend putting in supplies for next year's operations on this stream.

The early part of the winter has been anything but favorable, on account of the thaws raising the streams spring high. It looks now, however, as if we were going to have plenty of snow and hard weather, so that everything will likely be got out all right.

WOODSMAN.

EAU CLAIRE, Ont., Feb. 10th.

Editor Canada Lumberman.

DEAR SIR,—Logging operations in this vicinity is being pushed forward now that we have abundance of snow and frost for all it is worth. Although the fall and first of the winter was bad for logging, there will be an average cut in this vicinity, with good prospects for a market, especially for spruce, both in England, South America and the United States.

We shall get out this winter by sleds, and next summer by rail, about 5,000,000 feet of spruce, hemlock, ash and basswood; and about 300,000 feet of birch for clothes pins and lumber.

ELDRIDGE, PHELPS & CO.

EASTMAN, Que., Feb. 18th

Editor Canada Lumberman.

DEAR SIR.—I presume that it is not often you get news from this section of the country. There are two feet of snow on the Quinze, but the ice on the Kippewa lake in bad though the weather is very cold now. Messrs. Bronson and Weston are making some of the finest logs that will go to market this season, sixty per cent. of them are 16 feet long and will average 21 inches in diameter. This firm have over 45,000 logs made now, but will have 60,000. These logs are made on their limit number six in the second range of Block. A. Gillies Brothers, of Carleton Place, will have 70,000 fine logs cut on the same river, and the Messrs. Klock have 15,000. Both these lots will average 19 inches. All the logs are cut in the neighborhood of the recent trespass on the Quinze, and it is reported that the forest rangers have discovered that other trespasses have been committed.

LUMBERMAN.

BAIE DE PARIS, Ont. Feb. 10th.

THE LUMBERMAN had a pleasant visit during the month from Mr. R. Nagle, one of Ottawa's lumber kings. He looks as hale and hearty as ever, and can talk lumber lore with all his old vim, aided by his extensive knowledge of the business.

THE NEWS.

—There is now abundance of snow in the Ottawa district.

—Mr. Paynter is about to erect a saw mill at Little Rapids, Ont.

—W. C. Wells, of Palliser, B. C. has 2,000,000 feet of logs on the skids.

—William McRae & Co., Port Alma, Ont., have assigned to H. H. Flagler.

—W. C. Wells, of Palliser, B. C., has 2,000,000 feet of logs on the skids.

—There is plenty of snow throughout Manitoba, and lumbermen are happy accordingly.

—Mr. Geo. C. Miller, lumber dealer, of Trenton, Ont., has made an assignment.

—The receipts from the Crown lands department of Ontario for 1888, amount to $1,436,454,58.

—John Stephen's saw mills at Fall River, Waverly, N. S., was burned a few days ago. Loss $5,000.

—A steam saw mill is to be erected at Sturgeon Falls, which will give employment to sixty employees.

—The E. B. Eddy Manufacturing Co., Hull, Que., will erect a two story wood pulp mill 25x200 feet.

—D. Clarke & Son, proprietors of a sawmill at Carleton, N.B., have suspended with liabilities of $20,000.

—The firm of Booth & Hale are said to be taking out two fine rafts of square timber on the Amable du Ford.

—Work is being pushed at McLaren & Co.'s shanties on the Gatineau, there being sufficient snow for all purposes.

—Mr. Eliot Thompson, of Meaford, Ont., has sold the Train Steam Saw Mills to Messrs. Chambers Bros.

—Operations in the Algoma district are reported to be very active, the weather being all that could be desired.

—Mr. A. G. Henderson, of Huntingdon, Que., is making extensions to his furniture and planing mill business.

—One of the uses for which spruce is imported into the United States from Canada is for manufacture into wood pulp.

—In northern New Brunswick, where the winter has been very favorable to lumbermen the snow is two feet deep in the woods.

—Mr. Gordon's new saw mill at Kingsford, Ont., is being rapidly pushed to completion and will soon be in running order.

—Mr. D. Brown's new saw mill at Forrester's Falls, Ont., to take the place of one burned last August, is almost completed.

—Mr. C. Young has finished his lumbering operations in the vicinity of Burleigh Falls. He has taken out over 6,000 pieces.

—Mr. Robert Simpson, of Collingwood, has completed a new saw mill at Thessalon, Algoma District, for Mr. Dyment, of Barrie.

—Malcolm Thompson has sixty men in the Riding Mountains, Manitoba, cutting ties for the Northwestern Central Railway.

—The Shepard-Morse Lumber Co. is shipping large quantities of sawed lumber to Boston from Ottawa for export to South America.

—McLaren & Co. will have a big cut of both square timber and logs on their Maniwaki limits. Reports from that district are encouraging.

—If the present weather continues for a short time longer the whole season's cut in the Ottawa district will be got out successfully.

—The Georgian Bay Consolidated Lumber Company paid out at Gravenhurst, in February, ten thousand dollars to jobbers and contractors.

—Pierce & Co. are making extensive improvements in their saw mills at the Chaudiere. They are putting in twin circulars to edge their logs.

—Albert Allen, the lumberman, was killed last month at Spencer's Island, Parsdoro. N. B., while cutting away the support of a brow of logs.

—The Eau Claire Lumber Co., of Calgary, Alberta, has contracted with the Galt Railway for at least half a million feet of lumber for this season.

—At Hurdman's shanties, on the Kippewa, the output will not be so large this winter as last, owing to scarcity of snow in the vicinity of the limits.

—It is reported from the Pacific coast, that it is very difficult to charter ships for lumber, owing to the advance in grain rates from California points.

—A fire in Rutherford's saw mill at Cote St. Atnoine, Montreal, Feb. 1st, did damage to lumber and machinery to the extent of $5,000.

—Bronsons, Weston & Co., of Ottawa, have sold between 15,000,000 and 20,000,000 feet of the present winter's cut. The price has not yet been made known.

—Steps are being taken to supply the extra dock room and tramway, at Spanish River, Ont., rendered necessary by the introduction of the new gang saws.

—The Ontario Sawmiller's Association, at a meeting held recently at Palmerston, took steps to obtain equitable freight rates from the two railways.

—The Gaspe Board of Trade is petitioning the Quebec Government to give it the right of cutting all timber required for public purposes on government lands.

—A small mill is being established on the northern slope of the Riding mountains, Manitoba, and will be the first in the region. The cut will be for local use only.

—The recent cold snap and fall of snow in the Upper Ottawa has made everything boom in the woods, and teams are hauling logs to the streams in great shape.

—Latest advices from Quebec state that the expected output of square timber will be fully up to the estimate, while the shortage in the log crop will not be very great.

—The Alberta Lumber Company have about completed their mill in the Red Deer district, north of Calgary, and logs are being taken out for next season's cutting.

—Bennett's steam saw mills at Mountain Chute, Riviere Rouge, Harrington. P. Q., were destroyed by fire in February. The loss is estimated at $15,000 insured for $5,000.

—Mr. Samuel Smith, foreman for the Canada Lumber Co., supervised the cutting of 20,000 logs in the Mississippi district during the first three months of the present season.

—The estate of W. H. Carpenter, insolvent lumberman of Fort William, Ont., will come under the hammer on the 2nd inst. There are some fine timber lands in the property.

—Mr. Saml. Sloan, Tilbury Centre, Ont., will increase the size of his planing mill; put in a sixty-horse power steam engine and considerable new wood-working machinery.

—At Spence's camp Parry Sound, a few days ago, one small team handled thirty-five logs at one load and the smallest log measured fourteen inches on the slant. Hard to beat.

—Work in the north and east of Severn Bridge, Ont., has been greatly interfered with, owing to an epidemic of distemper in horses. Several teams have been compelled to return home.

—The river banks and lake shores near Cooper's Falls, Ont., are said to be fringed with timber, ready to come down as soon as the ice leaves. The season's product is unusually large.

—It is estimated that 100,000,000 feet of pine timber was destroyed by fire in the Thunder Bay district, Lake Superior, between the Canadian Pacific railway and the Minnesota boundary.

—The improvements to the mills of McLaren & Co., and McClymouth on the Rideau river near New Edinburgh, Ont., are about completed. They are putting in some new machinery and repairing the old.

—Messrs. Bronson & Weston, lumbermen, have sold to the Shepherd & Morse Lumber Company, of Burlington, Vt., between 15,000,000 and 20,000,000 feet of the present winter's cut of lumber for about $250,000.

—It is estimated that 395,000 ties will be taken out between Winnipeg and Lake Superior, along the C. P. R. line, this winter. In the Rocky Mountains on the C. P. R., about 200,000 ties are being taken out.

—The largest load of logs, says the *Picton Times*, that was ever drawn in Canada on one pair of sleighs, was drawn by Mr. Burrows Colden, from Roslin, being 127 logs of a 13 inch average, being 8,382 feet, board measure.

—H. Shaver, of Hamilton, the proprietor of a saw mill and a coal and wood yard, has assigned to Townsend & Stephens, of that city, for the benefit of his creditors. His liabilities are estimated at $20,000, and assets at $23,000.

—It is said that hard wood is being shipped from the vicinity of Ottawa to the Quebec market. The demand for such stock is very limited in Quebec and it is doubtful if shippers will be able to protect themselves from loss.

—A party of eastern capitalists, consisting of Messrs. W. A. Humbird, John E. Glover, E. J. Palmer, and W. H. Phipps, of Wisconsin; W. F. McKay, Mount Vernon, W. T.; W. J. Macauley, Victoria, B. C.; and Mr. Peabody, are reported as looking into the lumber resources of B. Columbia with a view of investing. They represent several millions of capital and are all experienced lumbermen.

—Mr. Prince, of Calgary, N.W.T., manager of the Eau Claire and Bow River Lumber company, had an interview with Hon. Mr. Dewdney recently, in reference to securing additional land for booming grounds for his company.

—A Mr. Lennox, working in Kent County, N.B., recently placed his axe on the limb of a tree, the axe fell and striking him on the nose cut that member nearly in twain. The unfortunate man will likely be disfigured for life.

—The Lumber and shingle mill owned by Lawrence Bros., situated in the township of McMurrich, Muskoka, was destroyed by fire on the 12th ult. with 75,000 shingles and a quantity of lumber. Loss $2000 ; insurance $600.

—G. O. Buchanan has been granted the timber limits he applied for near Nelson, Man., in the Toad Mountain country, and has a saw mill lying at Spokane Falls, which he intends shipping in as soon as transportation can be had in the spring.

—The Shareholders of the Muskoka and Nipissing Navigation Company have applied to the Lieutenant Governor in Council, for permission to change the name of said Company to that of the Muskoka and Georgian Bay Navigation Company.

—As an example of how the sawdust regulation is affecting the lumber business in Nova Scotia, one Bridgewater firm which formerly employed 300 men now employ only 30, and their output will only be one million feet instead of ten million.

—It is reported that a staff of men are already at work for the Canadian Pacific Railway in the Crow's Nest Pass of the Rockies, exploring a route for a road to run through Southern Alberta to British Columbia, with the intention of making it their main line.

—It is reported that the Fort Ellice (Man.) saw-mill, which is in good order, will be started in the spring to cut bridge timber and other lumber required by the Northwest Central railway, which it is expected will be completed to the Assiniboine river.

—Owing to the unusual absolute void of Birch in the Quebec market, contracts have been made for considerable quantities for early delivery, and as in most cases the timber has to be taken to market by rail, it is being got out in old settled districts.

—Lumbering operations have been lively on the River Rouge this winter. Messrs Weldon Bros., E. Cook, John Wade, D. Williamson and R. McIntyre are each taking out a raft of square and flat tamarac, pine and spruce for the Lachine market.

—Octave Cossete, an extensive lumber dealer at Valleyfield, P. Q., has assigned, with $47,000 liabilities. Mr. Cossette was burned out in the spring of 1886, when the town voted him a $2,500 bonus and a loan of $5,000 to assist him in rebuilding his mill.

—Mr. B. W. Washburn, of Deseronto, Ont., has applied for the patent right of a new cross cut saw of his own invention. It will be known as the "King of the Forest" and there will be five members, two for soft wood, two for hardwood and one for general purposes.

—The following are the values of the various lumber exports from the Consular District of Orillia to the United States, for the year 1888 : Lumber, $23,385.62 ; shingles, $27,358.72 ; telegraph poles, $22,053.75 ; lath, $461. Mr. Charles Corbauld is Consular Agent here.

—Mr. J. A. Christie will have his new mill at Brandon, Man., ready for cutting in the spring. It will cost about $20,000 when completed. He will cut this season about 20,000,000 feet of logs, which will be brought down the Bird Tail creek from the Riding Mountain dfstrict.

The Royal City Mill Company, of Westminster, B. C., has lately established a machine shop in connection with the mill. About $15,000 worth of new machinery is being added to the machine shop plant. The company is also establishing a ship yard at its mill, and is building a new tug for its own use.

—Bronson, Weston & Co. are cutting some fine timber on the Quinze this winter, 60 per cent. of which will run 16 feet in length and 21 inches in diameter. They have about 45,000 logs already cut, which will run up to 60,000 before they shut down. Gillies Bros. are cutting 70,000 ; and Klock & Co., 15,000 logs on the same river. There is about two feet of snow in this district.

—Mr. Joseph E. Doak, of Doaktown, N. B. has fitted up and run, by himself, two small circular saws, a small jointing saw suspended on the principal of the trimmer in some of the large saw mills. He has adopted the plan of employing large heavy balance-wheels in the arrangement of his machinery, and as a result it runs with perfect ease and regularity of motion. He has recently purchased a new engine, which when ready for operation, will enable him the more readily to [illegible].

—A Washington Territory paper says : We have the best authority for saying that an enormous lumber mill will be erected at the mouth of the Squalicum creek, this territory, within a short period. Among the persons interested are John Hendry, of the Royal City Planing Mills, New Westminster, B. C.

—The Eau Claire & Bow River Lumber Co. has already invested $175,000 in the Bow River District, and it is said that if it secures the privileges asked for from the Government as regards water power it will employ 400 men within five years. The company has put in 3,000,000 logs this winter, and had a cut of 2,000,000 last year.

—The $15,000 bonus passed by the municipality of Rat Portage to the Ross, Hall & Brown saw mill, has not yet been satisfactorily arranged, some trouble as to terms having arisen between the town and mill men. It is also claimed that the bonus conflicts with the laws of Ontario, governing municipalities.

—The Bishop of Three Rivers and others asking for a charter for building a railway from Three Rivers on a direct ine through the interior of the Province of Quebec to the western limits of the Ontario boundary. The mineral and lumber resources on the line of the proposed railway are very rich and extensive.

—It is expected that the St. Catharines Milling and Lumber Company will present a claim to the Dominion Government for $200,000, for the privileges of which they are deprived by the recent Privy Council decision giving the control of the timber and minerals in the disputed territory to the Ontario Government.

—Letters patent have been issued incorporating the M. Brennan & Sons' Manufacturing Company of Hamilton, capital $100,000, in 1000 shares of $100 each. This firm have large saw mills at Tioga, Ont., and do a wholesale and retail lumber trade at Hamilton, as well as operate an extensive planing mill at the same place.

—H. McCauley, who goes by the name of "the millionaire lumberman of Minnesota" on the Pacific coast, has let a contract for the erection of a $20,000 residence at Victoria, B. C.

—Kaye's big farming company on the Canadian Pacific railway, west of Winnipeg, has used up about 3,000,000 feet of lumber, imported from Westminster, B.C., the past season.

—The following are the wages paid in British Columbia for working in the woods and saw mills : Mill hands $35 to $65 per month ; axemen and swampers, $35 to $45 ; axemen and swampers, green hand, $30 to $40 ; teamsters at mills, $2 to $2.50 per day ; teamsters in the woods, $60 to $65 per month; longshoremen, 20c. to 30c. per hour ; board is from $8 to $10 per week.

—W. A. Adsit, of the Cypress Hill saw mill, says that the logs now boomed at the mill will probably be sawed this season, which will turn out about 2,000,000 of lumber. Louis Sands, proprietor of the mill, is now in Europe, and will return to his Michigan home about the middle of March. This mill is located in the Cypress Hills, south of Maple Creek, Assa.

—The Hawkesbury Lumber Co., Rockliffe, Ont., are taking out three large rafts of square timber on the Dumoine, The timber is said to be large, well made and of a superior quality. Last month one hundred teams were engaged forwarding supplies from MacKay's station to Black river and to the Big Lake on the Dumoine for the E. B. Eddy Mfg. Co., and for the Hawkesbury Lumbering Co.

—The *Manitoba Colonist* says:—In the Thunder Bay district of Lake Superior there are about four hundred million feet of pine, white and red, tributary to the Pine, Arrow and Pigeon rivers, and it was estimated that one hundred millions were burned over last year. This lies in the square from the lake to Savanne, on the Canadian Pacific Railway, and south from that line to the International boundary.

—In British Columbia, the Moodyville Saw Mill Co., have decided to overhaul their present large mill and greatly increase its capacity by the introduction of the latest improved machinery. This is the oldest mill in the province, having been established in 1863. The mill has done a large export trade for years and at present has a capacity of about 100,000 feet in eleven hours. It is located on Burrard Inlet, opposite the city of Vancouver.

—The Barrie Lumber Co., Barrie, Ont., have purchased the Bradford saw mills, and also the township of Oakley and Hindon, upon which there is a large quantity of pine and other timber. The property cost $150,000, and the timber is of easey access to the Black River. They are taking off this and their other limits 40 million feet of saw logs this winter, and to do this they have 1,000 men and 400 teams employed. Last season the Company ran eight saw mills, and with the addition of the Bradford mill, they mill have nine running this season.

—Victoria *Colonist :* Returns from the mainland and island show that the timber output of British Columbia for the past year amounts to about 140,000,000 feet. This is an increase over last year of 40,000,000 feet. With the erection of several mills for which timber limits have been secured, the end of 1889 will see another large advance in the timber industry, which will bring the yearly output up to fully two and a quarter million feet.

—The amount involved in the transfer of the saw mill at Chemainus B. C., owned by Croft & Angus, is over $600,000. A large timber limit on Vancouver Island goes with the mill. The purchasers of the mill are Humbird, Glover & Phipps, from Wisconsin and W. J. Macauley, who went to British Columbia last spring. The capacity of the mill will be increased to about 150,000 feet daily, which is over three times its present capacity.

—The prospects are that quite an addition will be made the coming spring and summer to the sawing capacity of Manitoba mills. The saw mill burned at Scandinavia will be replaced. A mill will also likely be established in the Lake Dauphin district, where there is a considerable area of good spruce timber. Christie's new mill at Brandon will be ready to commence sawing by the time the logs can be got down in the spring. Mills at Birtle, Emerson and Selkirk, which have not been operated for a few years, may also be put in motion next season. The most important new mill will be the one now in course of erection at Rat Portage by Ross, Hall & Brown. The machinery for this mill has arrived.

—The steam saw-mill belonging to the Gaspe Lumbering and Manufacturing Company, Gaspe Bay, Que., done very good work last season ; the output of shingles boards, &c., having far exceeded the output of former years. A large quantity of shingles, boards and telephone poles was shipped to Prince Edward Island, and large and increasing local demands were supplied. The owners have several camps in the woods preparing for next season's work. It is also reported that other parties intend to get out white birch for the manufacture of spools. White birch is one of the most abundant woods of this part of the country, and when the railway reaches that point it will doubtless be largely utilized.

—The Shepard & Morse Lumber Company has recently purchased a large tract of land along the Rideau river, which it will in future make its piling ground, abandoning its old yards in Hull. The Canada Atlantic will run a siding into the new yard. The company has made a contract whereby its entire Canadian lumber receipts will reach Boston over the New York and New England railroad, and the large freight piers utilized for loading vessels of large register, with lumber consigned to ports on the River Plate in South America, a move which brings into use a piece of Boston wharf property which is one of the best in the city and has been practically idle ever since its construction. The shipments of lumber to South America have been enormous, and the Boston & Maine railroad had its wharf facilities over-taxed. Before the season is over the Shepard & Morse Company will have shipped over 25,000,000 to the River Plate.

AMERICAN NOTES.

—It is estimated that New York city lumbermen handle one thousand million feet of lumber annually.

—The movement of American lumber during the past season, shows that shipments are being diverted from the waterways to the rail routes, and the prospects are that lumber will continue to be handled chiefly by rail.

—One of Michigan's lumber kings has undertaken to show the value of pine roots for fuel. He has these roots cut up into eighteen inch lengths to use in grates instead of soft coal. This suggests an important industry in the pine timber regions after trees are cut away.

—It is remarked that Maine is now a greater spruce than a pine tree state, with regard to the production and sale of lumber. Since 1853 the cut of pine timber on the Penobscot has declined from 123,000,000 to 29,000,000 feet annually, while that of spruce has increased from 78,000,000 to 120,000,000 feet. There is still plenty of big pine in the northern part of the state.

—So much timber has been destroyed in New York State by fires started by sparks from locomotives that the State forest commissoners are recommending that the construction of railways through State forest lands be not permitted, and stating that unless this step is taken all other measures designed to preserve the forests will be futile. In addition to the destruction of forests by fires started from locomotives, the construction of railways through a timber region affords such a ready market for ties and wood of all kinds that the forest is soon cut away.

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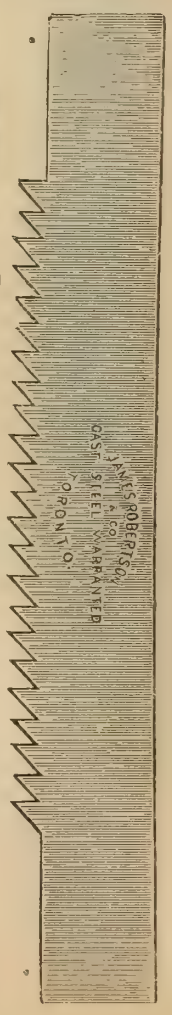
Thuber's Royal ANTI-FRICTION * BABBIT * METAL.

Importers and Dealers in

Band Saws, Emery Wheels Saw Sets,
Saw Swages, Rubber Belting, Iron Pipe,
Saw Gummers, Leather Belting, Files, &c.



REPRESENTATIVE TORONTO LUMBER FIRMS

TENNANT & CO.

Wholesale Dealers in

LUMBER, LATH & SHINGLES

Dressing and Better Pine.

Also Hemlock in all sizes a Specialty.

OFFICE:
NO. 3 DOCK, FOOT OF BATHURST ST. TORONTO.

DONOGH & OLIVER,

Wholesale Dealers in

LUMBER

OFFICE:

Nos. 16 and 17 Imperial Bank Buildings,

WELLINGTON STREET EAST.

TORONTO, ONT.

THOS. H. WILLMOTT. A. K. W. I.

WILLMOTT & McINTOSH,

Wholesale Dealers in

LUMBER

44 and 46 Front Street East,

TORONTO, - - ONTARIO.

Lumber Shipped to all Parts by Rail or Vessel.

Agents for the Celebrated LUFKIN BOARD AND LOG RULE.

Prompt Delivery in all Cases
CORRESPONDENCE SOLICITED

Christie, Kerr & Co.,

Manufacturers and Wholesale Dealers in

PINE & HARDWOOD LUMBER

Office: 9 Victoria Street,

TORONTO.

Lumber Shipped to all parts.

McCRANEY, McCOOL & WILSON,

Manufacturers and Wholesale dealers in all kinds of

PINE and HARDWOOD LUMBER

LATH AND SHINGLES.

Ship Plank, Decking and Long Bill Stuff, a Specialty.

Mills at Burlington, Bronte and Huntsville,

Head Office: 16 UNION BLOCK, corner Toronto and Adelaide Sts., Toronto
Branch Office: 208 Wellington Street, Ottawa.

TORONTO and OTTAWA.

SCOTT, SCOTT & CO.

Manufacturers of and Wholesale Dealers in

LATH AND SHINGLES

LUMBER

MILLS AT MEDONTE, SIMCOE CO.

Office: Union Loan Buildings, 28 & 30 Toronto St.,

TORONTO.

The Gutta Percha and Rubber Mfg. Company

OF TORONTO.

Offices: 43 YONGE STREET, TORONTO. Factories: PARKDALE, ONT.

SOLE MANUFACTURERS OF "MONARCH," "RED STRIP," AND "LION" BRANDS OF

RUBBER BELTING

PARTICULAR ATTENTION GIVEN TO SPECIAL BELTS FOR LUMBER MILLS

Our celebrated "Maltese Cross" Rubber; "Baker Fabric" and Ajax Cotton; "Giant" and Light Linen. Fire Hose constantly in stock.

LUMBERMEN'S HEAVY RUBBER CLOTHING, OUR OWN MANUFACTURE.

Address all Communications to

THE GUTTA PERCHA & RUBBER MFG. CO. OF TORONTO, 43 Yonge St.

TRADE REVIEW.

Toronto, Ont.

TORONTO, Feb. 27th, 1889.

CAR OR CARGO LOTS

[illegible]	$34 00@35 00
[illegible]	40 00
[illegible]	30 00
[illegible]	20 00 22 00
[illegible]	15 00 16 00
IX10 & 12 dressing	17 00 18 00
IX10 & 12 [illegible]	12 00 13 00
IX10 & 12 [illegible]	10 00 11 00
IX10 & 12 [illegible]	9 00
IX10 & 12 [illegible]	24 00 26 00
[illegible]	18 00 20 00
[illegible]	13 00 15 00
[illegible]	12 00 13 00
[illegible]	10 00 11 00
[illegible]	8 00 9 00
[illegible]	8 00 9 00
[illegible] cutting up plank	22 00 25 00
[illegible] to Sin mill run	14 00 15 00
[illegible]	11 00 12 00
[illegible]	14 00
[illegible]	14 00 15 00
XXX [illegible]	2 40 2 50
XX [illegible]	1 40 1 50
[illegible]	1 80

YARD QUOTATIONS

M[illegible] boards & scantling	$10 00	Dressing stocks....	16 00@20 00
S[illegible] boards, pro-		Picks Am. inspection.....	30 00
[illegible] stocks....	13 00	Three uppers, Am. inspect.	40 00
		B. M.	
Scantling & joist, up to 16 ft	13 00	1½-in. flooring, dres'd	25 00 30 00
" 18 ft	14 00	1½ " " rough	14 00 15 00
" 20 ft	15 00	1¼ " " dres'd	23 00 25 00
" 22 ft	16 00	" " undres'd	14 00
" 24 ft	17 00	" " dres'd	16 00 20 00
" 26 ft	18 00	" " undres'd	12 00 14 00
" 28 ft	19 00	Beaded sheeting, dressed	18 00 20 00
" 30 ft	20 00	Clapboarding, dres'd	12 50
" 32 ft	21 00	XXX sawn shingles	
" 34 ft		per M	2 75 2 90
" 22 to 24 ft	22 50	Sawn Lath	2 25
" 26 ft	24 00	Basswood, No. 1 & 2	18 00 20 00
" 28 ft	27 00	Red oak	20 00 25 00
" 40 to 44 ft	35 00	White "	25 00 30 00
Cutting up planks 1¼ and		Basswood, No. 1 & 2	18 00 20 00
thicker dry	25 00 29 00	Cherry, No. 1 & 2...	50 00 60 00
" [illegible]	18 00 20 00	White ash, 1 & 2....	25 00 30 00
		Black ash, 1 & 2....	20 00 25 00

Ottawa, Ont.

OTTAWA, Feb. 29th, 1889.

	Dimensions, Inches.	Per M.
Mill culls	10 x 1	
"	12 1	
"	12 1½	
"	12 2	
" selected 16 ft. long, above dimensions		8.50 to 9.00
Cull strips, 1 in. thick, 5 to 7 wide		7.00 to 8.00
Mill cut outs	12 x 1	
"	11 1½	4.00 to 5.00
"	12 2	
Scantling	2 4	12.00
"	3 4	
" culls	2 4	
"	3 4	7.00
Laths		1.25
Stock shorts, 12 x 1		10.00
1 inch siding outs, 1¼, 1½, 2.		15.00
" outs from shorts, 1¼, 1½, 2		6.50 to 7.00
Outs from stocks	12 x 1	
" "	12 1¼	10.00 to 12.00
" "	12 1½	
Shingles, X		1.25
" XX		2.00
" XXX		3.00
" cedar, No. 1		2.00 to 2.
" cedar, culls		1.25
Difference in planed lumber, in waste and planing		5.00
Ditto, on average good stock		20.00 to 25.00

Hamilton, Ont.

HAMILTON, Feb. 29th, 1889.

Mill cull boards and		Dressing stocks.....	$16 00 18 00
scantlings.....	$ 9 00@10 00	1¼ flooring, rough..	16 00 18 00
Shipping cull boards		1½ flooring, rough..	16 00 18 00
promiscuous widths.	10 00 12 00	1¼ flooring, dressed	25 00
Shipping cull stocks.	14 00	1½ flooring, dressed .	32 00
Scantling and joist up		1 flooring, dressed .	21 50 23 00
to 16 feet.....	13 00	Beaded sheeting 1..	25 00 30 00
do up to 18 feet	13 50	Ficks, Am inspection	32 00 34 00
do up to 20 feet	14 00	Three uppers Am. In.	40 00
do up to 22 feet	15 00	XXX sawn shingles..	2 60 2 70
do up to 24 feet	16 00	Sawn Lath.....	2 25
do up to 26 feet	17 00	Red Oak.....	20 00 25 00
do up to 28 feet	18 00	White Oak.....	25 00 30 00
do up to 30 feet	20 00	Basswood No. 1. & 2.	16 00 20 00
Cutting up plank 1½		Cherry No. 1 & 2....	60 00 70 00
and thicker dry....	20 00 25 00	White Ash No. 1 & 2.	25 00 30 00
Cutting up boards...	20 00	Black Ash No. 1 & 2.	20 00 25 00

St. John, N. B.

ST. JOHN, Feb. 29th, 1889.

Deals, Boards, Scantling, etc.

Spruce deals	$12 00	Spruce boards	12 00
Pine "	15 00	Pine "	12 00@40 00
Deal ends	6 00	Oak "	40 00
Scantling	10 00	Ash "	15 00@25 00
		Hemlock "	7 50

Shingles.

Spruce, extra	$3 50	No. 1	1 25
" [illegible]	3 00	Pine	1 25
" No. 1 extra	2 25		

Clapboard

Pine, extra	35 00	Spruce, extra	24 00
" clears	45 00	" clears	23 00
" 2d clears	35 00	" No. 1	15 00
		" No. 2	12 00

Flooring, Dressed.

6 in. No. 1	12 00	4 in., No. 1	12 00
" No. 2	10 00	" No. 2	10 00

Miscellaneous.

Staves	3 00@4 50	Laths	1 50
Heading, 17 in. per pr.	04	Pickets	5 50@15 00
" 18 in.	04½	05½ Railway ties	15
" 22 in.	04½		

Montreal, Que.

MONTREAL, Feb. 27th, 1889.

Pine, 1st qual'y ₱ M	$35 00 40 00	Basswood, run of log	
Pine, 2nd " "	21 00 23 00	culls out per M...	$13 00 18 00
Pine, shipping culls		Oak, per M.....	40 00 50 00
₱ M.....	13 00 15 00	Walnut, per M.....	55 00 95 00
Pine, 4th quality		Cherry, per M	75 00 90 00
deals ₱ M.....	10 00 12 00	Butternut, per M...	30 00 40 00
Pine, mill culls, ₱ M	8 00 10 00	Birch, per M.....	16 00 25 00
Spruce, per M.....	10 00 11 00	Hard Maple, per M	22 00 30 00
Hemlock, per M....	9 00 10 00	Lath, per M.....	1 80 1 90
Ash, run of log culls		Shingles, 1st, per M	2 00 3 90
out per M.....	16 00 20 00	Shingles, 2nd, per M	1 25 2 00

Saginaw, Mich.

SAGINAW, Feb. 28th, 1889.

CARGO LOTS.

Uppers	36 00@38 00	Norway	8 50@ 9 25
Common	16 00 19 00	Box	10 50 11 00
Shipping Culls	8 50 10 00	Straight measure	12 50 19 00
Mill Culls	6 00	Hemlock	7 50 8 00

YARD QUOTATIONS—CAR LOTS DRY.

Drop Siding.

Clear, ⅞ in	42 00	C, ⅞ in	30 00
A	38 00	D	19 00
B	36 00		

Flooring and Siding—Dressed.

Flooring, clear, d & m	40 00	Siding, clear, ½ in.	22 00
No. 1	33 00	A	23 00
No. 2	30 00	B	17 00
No. 3	20 00	C	14 00
No. 4	13 00	D	12 00

Finishing Lumber—Rough.

Three uppers, 1 in.	42 00@44 00	Fine common, 1 in.	32 00@32 00
1¼ & 1½	44 00 46 00	1¼ & 2 in.	33 00
Selects, 1 in.	36 00 37 00	C, 7, 8 & 9 in.	25 00
1¼ & 2 in.	38 00	Base, 2 to 9 in. No. 1	40 00
		No. 2	30 00
		No. 3	20 00
		Coffin boards 16 in. and over	18 00

Joist, Scantling and Timber.

12 to 18 feet	10 00	22 feet	12 00
20 feet	11 00	24 feet	13 00

Plank and timber, 12 inches wide, $1 extra.

Wide Select and Common—Rough.

C (No. 1 com.) 13in. and up	28 00	D (common) 14 in. and up	16 00

Lath, Shingles and Pickets.

Lath, No. 1	1 50	Country brands XXX	3 25@ 3 35
No. 1	1 00	Clear butts	2 25 2 35
Shingles, river brands		P'kts, 2 to 2½ in rough	12 00 13 00
XXX	3 40@ 3 50	Dressed	20 00
Clear butts	2 40 2 50	1¼ in. square, dressed	14 00 19 00

Philadelphia, Pa.

PHILADELPHIA, Feb. 29th, 1889.

White Pine.

Mich. uppers, 1 to 2 in., dry	$48 00@50 00	1¼ to 2 in. plank, barn quality	22 50@25 00
2½, 3 & 4 in	55 00 60 00	Common plank	20 00 22 00
S'lcts, 1¼ to 2 in.	42 50 45 00	⅞ box boards, wide..	14 00 16 50
2½ 3 & 4 in	41 50 43 00	⅝ siding, selected ..	27 50 30 00
12 in floor'g & shelv'g	30 00 32 50	Culls, 12 in	15 50 17 00
12 in. barn	19 00 23 00	Wide	15 00 16 00
Edge barn, all widths	18 00 20 00	Narrow	13 50
		No. 1 moulding	36 00 38 50

Cargo Lots.

Yellow pine edge bds	14 00@16 00	Scantling and plank	20 00 22 00
Heart face boards...	19 00 21 00		

Hemlock Boards and Scantling.

Edge boards.....	10 50@11 50	Scantling, 2x3 & 2x4,	
12 in. stock	11 50 12 00	16 & 18 ft	12 00@13 00
Fencing, 6 in., 16 ft..	11 50 12 00	3x4, to 12, 12 to 20 ft.	11 00 11 50

Shingles and Posts.

Cypress shingles, 24 in. heart, d & b ..	13 00@18 00	Cedar shingles, 30 in. hand dressed.....	35 00 40 00
24 in. sap, d & b.	10 00 12 00	Chestnut posts, 9 ft.	32 00
		7 ft.....	28 00

HARDWOOD.

Walnut.

Nos. 1 & 2, 1 in., good dry, Indiana.....	$87 50@ 95 00	Reject or common, 1 in., 1¼ and up.....	60 00@ 65 00
1¼ & up.....	92 50 100 00	Culls, 1 in.....	35 00 37 50
Nos. 1 & 2, ⅝ in.....	72 50 77 50	1¼ in. & up	35 00 40 00

Poplar.

Nos. 1 & 2, ⅝ in. good wide, Indiana	25 00@27 50	Nos. 1 & 2, 1¼ in. & up, good wide, Ind.	32 50 36 00
1 in.....	28 00 32 50	Columns, 5x5 & up clear	35 00 35 50

Oak.

Nos. 1 & 2, 1 in., good western, straight..	32 50@35 00	Nos. 1 & 2, 1¼ in. & up, good western, straight	35 00 37 50
quartered	49 00 50 00	quartered	52 50 55 00

Ash.

Nos. 1 & 2, 1 in., good western	35 00@40 00	Nos. 1 & 2, 1¼ in. & up, good western..	32 50 42 50

Yellow Pine—Yard and Wholesale.

Sc'tlg, 2x4 to 12x14	22 00@23 00	Flooring, 1 in. Va. .	17 00 19 00
Plank, 1¼ to 2 in.	23 00 27 50	1 & 1¼ in. Ga. &	
Fl'g, 1 & 1¼ in. No. 1	27 50 30 00	Fla. cargo run	22 00 24 00

Cherry.

Nos. 1 & 2, 1 in., good	62 50 70 00	Nos. 1 & 2, 1½ in. & up, good.....	65 00 75 00

Detroit, Mich.

DETROIT, Feb. 29th, 1889.

Uppers, Selects, Stocks, etc.

Uppers, 4-4.....	$43 00	Shop, 5-4, 6-4 & 8-4	$28 50
5x4, 6x4 & 8x4.....	43 00	Fine common, 4x4.....	31 00
3 & 4 in.....	50 00	5x4, 6x4 & 8x4	33 00
Selects, 4x4.....	38 00	Stocks, IX12 & IX10, No. 1..	19 00
5x4, 6x4 & 8x4	38 00	IX12, & IX10, No. 2.....	16 00
Shop, 4x4.....	24 00	IX12, & IX10, No. 3.....	13 00

Flooring, Siding, Ceiling, etc.

Flooring, select common...	22 00	Roofing, D & M	16 00
No. 1 common.....	18 00	Siding, clear	21 50
No. 1 fencing.....	16 50	A.....	20 50
Ceiling, select common	25 00	B.....	18 50
No. 1 common.....	22 00	C	13 50
No. 1 fencing.....	20 00		

Bill Stuff and Culls.

Bill stuff, ordinary sizes:		26 to 28 ft.....	14 00
12 to 16 ft.....	12 00	30 to 34 ft.....	16 00
18 to 20 ft.....	12 50	Ship culls	12 00
22 to 24 ft	13 00	Mill culls	10 00

Shingles and Lath.

Shingles, clear, 18 in. Ex...	3 25	6 in. stocks clear, Ex...	4 00
10 in. clear, 18 in.....	3 00	5 in. stocks clear, Ex...	4 80
6 in. clear, 18 in.....	2 00	Lath.....	2 10

Add for surfacing one or two sides, $1.

New York City.

NEW YORK, Feb. 28th, 1889.

Black Walnut.

⅝ in., all clear.....	$78 00@ 82 00	Culls, 1 inch.....	$35 00@ 36 00
1 and 1¼ inches....	92 00 96 00	Culls, thick.....	36 00 38 00
1½ and thicker.....	100 00 105 00	Counter tops, 18 in.	
Rejects	50 00 53 00	and over.....	110 00 150 00

Poplar, or White Wood.

⅝ in. 10 inches and over.....	24 00@26 00	1¼ to 2 inch.....	31 00@32 00
¾ in. coffin boards..	29 00 30 00	2½ and thicker.....	33 00 34 00
1 inch, 10 inch and over.....	31 00 31 50	Common 1 to 2 inch	22 00 24 00
1 inch, 8 in. and over	30 00 31 00	Saps, 1 inch & thicker	25 00 2700
		Culls, all thickness..	15 00 17 00

Dressed Poplar.

⅛ inch panel.....	24 50@25 00	⅜ in. clg. 4 to 6 in...	21 00@21 50
⅝ inch panel.....	27 00 28 00	½ in. clg. 4 to 6 in...	24 00 24 50
¾ inch panel.....	29 00 30 00	⅝ in. clg. 4 to 6 in...	27 00 28 00
4, 5, 6 inch casing....	30 00 31 00	¾ in. clg. 4 to 6 in...	29 00 30 00
7, 8, 9, 10 inch casing	32 00 33 00	⅞ in. clg. 4 to 6 in...	30 00 31 00

Ash.

1 inch, white	36 00@ 38 00	Strips, clear.....	26 00@ 27 00
1¼ to 2 inch	37 00 39 00	Black ash, good....	26 00 30 00
2½ to 4 inch.....	40 00 41 00	Black ash, culls....	10 00 12 00

Oak.

1 inch plain sawed,	36 00@ 38 00	inches and over...	46 00@ 48 00
1¼ to 2 inch.....	37 00 39 00	Thicker.....	48 00 50 00
Thicker	39 00 41 00	Strips under 6 in....	38 00 40 00
Quarter-sawed, white, all clear, 6-			

Cherry

⅝ in., white & clear..	65 00@ 70 00	1½ and thicker.....	90 00@100 00
1 inch.....	76 00 80 00	Counter tops, 18 in.	
1 inch strips.....	43 00 45 00	and over.....	110 00 115 00
1¼ to 2 inch.....	80 00 85 00	Culls, all thickness	18 00 20 00

Miscellaneous.

Chestnut, clear.....	33 00@ 35 00	Hickory, old growth	50 00 55 00
Chestnut common..	20 00 23 00	Hickory, 2nd growth	65 00 70 00
Basswood white....	30 00 32 00	Elm.....	20 00 22 00
Basswood common..	20 00 23 00	Sycamore.....	24 00 27 00
Maple, clear.....	30 00 32 00	Sycamore quartered	35 00 40 00
Birch, clear.....	32 00 36 00	Gum	36 00 40 00
Birch, 1s and 2s.....	26 00 30 00	Butternut	45 00 50 00
Cottonwood.....	20 00 22 00		

Boston, Mass.

BOSTON, Feb. 28th, 1889.

Western Pine—by car load.

Uppers, 1 in	$48 00@50 00	Fine com.. 3 & 4 in..	46 00@50 00
1¼, 1½ & 2 in	50 00 52 00	No 2, 1 in. Fine com.	29 00 30 00
3 & 4 in	55 00 60 00	1¼, 1½ & 2 in	31 00 33 00
Selects, 1 in.....	42 00 45 00	No. 1 strips, 4 to 6 in	41 00 43 00
1¼, 1½ & 2in.....	44 00 46 00	No. 2	37 00 38 00
3 & 4 in	48 00 52 00	No. 3	25 00 27 00
Moulding boards, 7 to		Cut ups, 1 to 2 in....	26 00 30 00
11 inch clear.....	37 00 41 00	Coffin boards.....	22 00 26 00
60 per cent clear	35 00 37 00	Common all widths .	20 00 25 00
Fine common 1 inch	37 00 42 00	Shipping culls.....	17 00 19 00
1¼, 1½ & 2 inch...	40 00 42 00		

Eastern Pine—Cargo or Car Load.

Nos. 1, 2 & 3.....	40 00@43 00	Clapboards, 4 ft., sap	
4	28 00 30 00	clear	40 00 42 00
5	23 00 26 00	Sap, 2nd clear... ..	30 00 32 00
Ship'g bds & coarse	16 00	Heart extra	55 00
Refuse	12 00	Heart clear.....	50 00
West'rn pine clapbds			
4 ft. sap extra	43 00 45 00		

Spruce—by Cargo.

Scantling and plank,		Coarse, rough . . .	9 00 12 00
random cargoes . .	12 00@13 00	Hemlock bds., rough	10 00 11 00
Yard orders, ordinary sizes.	13 50 14 50	" dressed	12 00
Yard orders, extra sizes.	15 00 16 00	Clapbds., extra, 4 ft.	28 00 30 00
Clear floor boards . .	19 00	Clear, 4 ft.	26 00 28 00
No. 2	16 00	Second clear . . .	20 00 22 00
		No. 1	12 00 15 00

Lath.

Spruce	1 90@ 2 00		

Shingles.

Spruce.	1 40@1 50	Cedar, sawed, extra	3 30@3 50
Pine, 18 in. extra . . .	4 50 4 75	Clear	3 00 3 15
Pine, No. 1	3 50 3 70	Extra, No. 1 . . .	2 85 3 00
		Cypress, No. 1, 18 in.	5 00 5 25

Buffalo and Tonawanda, N. Y.

BUFFALO, Feb. 27th, 1889.

Norway Pine—Rough.

No. 1, 1 & 1¼ in. . .	20 00@22 00	Stocks No. 1, 1 & 1¼ in	22 00
No. 2, 1 & 1¼ in. . .	15 00 15 50	No. 2, 1 & 1¼ in.	17 00
No. 3, 1 & 1¼ in. . .	11 50 12 00	No. 3, 1 & 1¼ in.	12 00
		Scantling 2x4 to 2x12 12 to 16 ft	13 00
		Timber, 4x6 to 12x12	16 00 25 00

White Pine—Rough.

Uppers, 1 in. . . .	$44 00@45 00	Shelving, No. 1, 13 in.	
1¼, 1½ and 2 in.	44 00 46 00	and up	29 00
2½, 3 and 4 in. .	54 00 56 00	No. 2, 13 in. & up	22 00 24 00
Selects, 1 in. . . .	36 00 38 00	Fine common, 1 in. .	30 00
1¼, 1½ and 2 in.	37 00 40 00	1¼, 1½ and 2 in.	30 00 33 00
2½, 3 and 4 in. .	44 00 46 00	Common, 1 in. . .	16 00 19 00
Cuts, No. 1, 1 in. . .	27 00 29 00	1¼ and 1½ in. .	17 00 20 00
1¼, 1½ and 2 in.	32 00 33 00	2 in.	20 00 22 00
2½, 3 and 4 in. .	37 00 40 00	Coffin boards . . .	16 00 19 00
No. 2, 1 in. . . .	17 00 19 00	Box, 1 in.	13 50
1¼, 1½ and 2 in.	21 00 22 00	1¼ in. & thicker	13 50
Moulding, 1 in. . .	30 00 31 00	A stocks, 1x10 . . .	27 00
1¼, 1½ and 2 in.	30 00 31 00	1x12	28 00
Siding strips, 1 in. .	38 00	B stocks, 1x6 to 16 .	17 50
		C stocks, 1x6 to 16 .	13 50

Dressed Lumber.

	No. 1.	No. 2.	No. 3
Base and Casing under 6 inches.	$33 00	$23 00	$16 00
Base and Casing, 6 inches	34 00	25 00	17 00
Base and Casing, 6, 7 and 8 inches . . .	35 00	27 00	20 00
Flooring, 1 and 1¼ inches, 2½ to 5 in. wide .	32 00	20 00	14 00
Ceiling, ⅞ in., 2½ to 5 inches wide . . .	33 00	23 00	16 00
Ceiling, ⅝ in., 2½ to 5 inches wide . . .	28 00	22 00	14 00
Ceiling, ½ in., 2½ to 5 inches wide . . .	24 00	18 00	13 00
Philadelphia Fencing	36 00	25 00	17 00
Bevel Siding, 6 inches	23 00	18 00	13 00
Bevel Siding, 5 inches	23 50	19 00	14 00
Bevel Siding, 6 inches	23 00	19 00	14 00
Novelty Siding, 6 inches and over	31 00	21 00	16 00

Shingles and Lath.

Shingles, 18 in. XXX	3 85	Lath, pine No. 1 . .	2 10 2 10
XX	2 80	No. 2	1 60
X	1 25	Norway	1 80
Shingles, 16 in. XXX	3 25	Hemlock	1 60
XX	2 25		
X	90		

TIMBER LIMITS FOR SALE

Four valuable Limits on Lake Nipissing, containing 36 square miles each, being Nos. 12, 20, 31 and 39, will be sold to close the Estate of the late Hon. Jas. Ross of Quebec. The timber from these limits can be taken to market either via French River or the C. P. Railway.

Apply to ROSS & CO., QUEBEC.

NOTICE TO SHIPPERS TO SOUTH AMERICA.

D. M. RENNIE,

Formerly of Toronto, Now in BUENOS AYRES, SOUTH AMERICA.

Is prepared to accept Agencies for the Argentine Republic and Uruguay from the Manufacturers and Shippers of Canada. Particulars as to Customs Tariff, Shipment of Samples, etc., may be obtained at the office of **NICOL KINGSMILL, ESQ.,** **Toronto,** Consul for the Argentine Republic.

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NAPANEE CEMENT COMPANY

(LIMITED.)

— MANUFACTURERS OF —

Hydraulic Cement

PARTICULARLY adapted for Dams, Smoke Stacks, Foundations, Culverts, Cisterns, Cellars, etc.

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" 30 inch Burnham,
" 26 inch Leffel,
" 24 inch Leffel,
" 20 inch Leffel,
" 21 inch Archimedian,
" 21 inch Little Giant,
" 17½ inch Leffel,
" 15 inch Archimedian in Globe Case,
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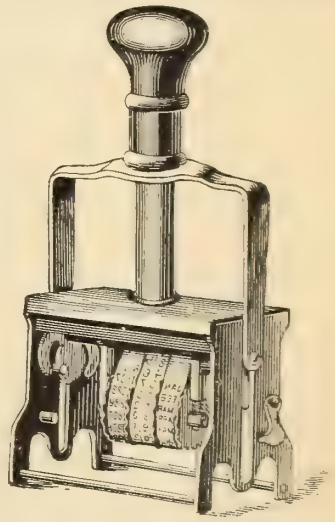

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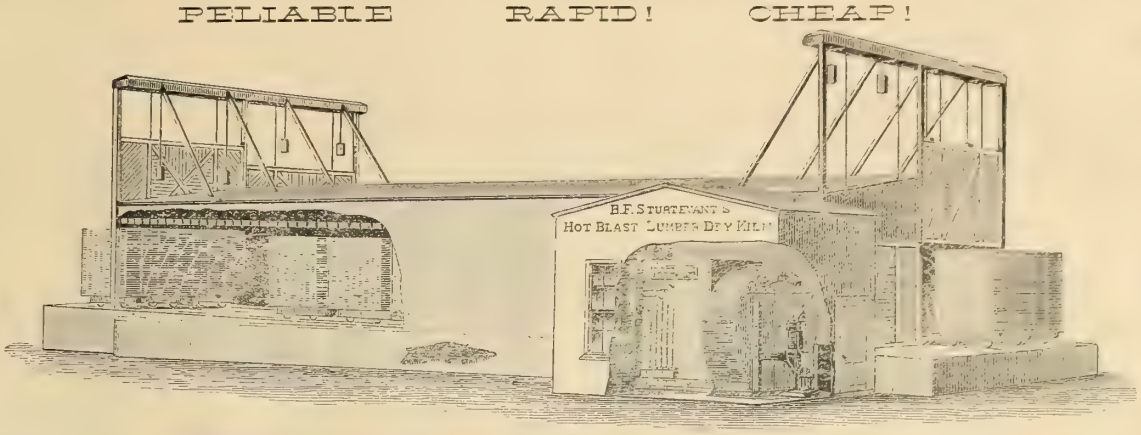

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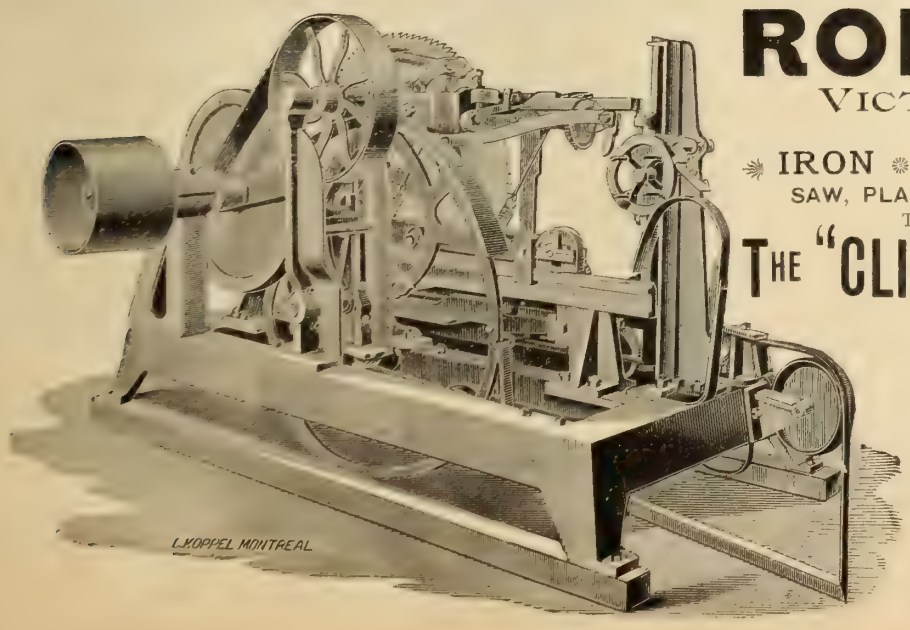

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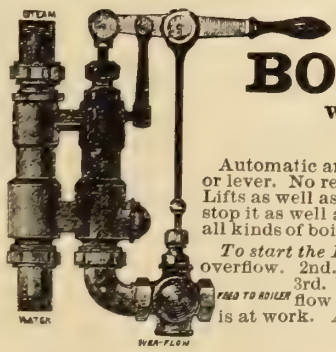

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POWER MORTICER, Goldie & McCulloch makers.
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ONE Smallwood Shingle machine, Waterous make.
4 POLE Road Cars.
ONE Self Feed lath Machine, Waterous make.
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NEW Gang Lath Machine.
Sand Paperers new and second hand.
ONE Saw Mill Head Block, Galt make.
ONE Fairbanks Timber Gauge.
HEADING TURNER, Goldie & McCulloch.
ONE Shingle Edger with Frame Work.
ONE Power Scroll Saw.
TWO Self Acting Shingle Machines, Quebec make.
TWO Shingle Packers all Iron.
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WOOD Turning Lathes Several Sizes.
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NEW Blind Slat Tenoner, Galt make
NO. 4 Cant Gourlay, Planer and Matcher.
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ONE 24 inch Planer and Matcher, Dundas make.
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SEND for Descriptive List giving full particulars and mention wants, to H. W. PETRIE Brantford and Toronto.

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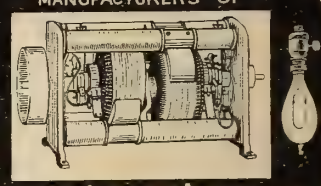

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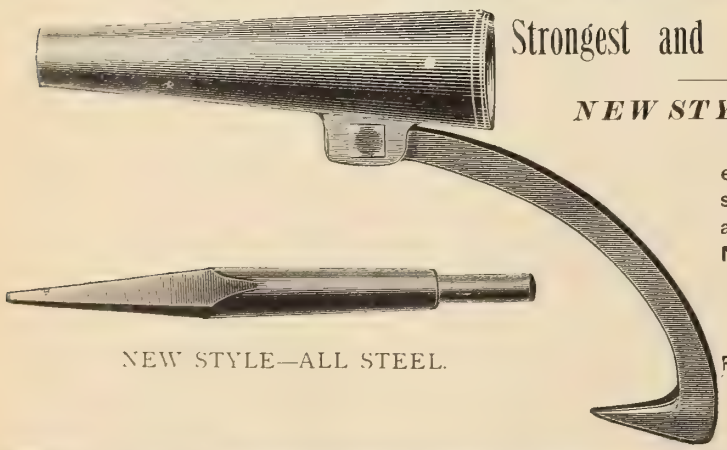

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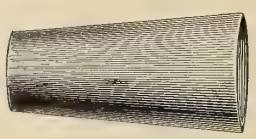

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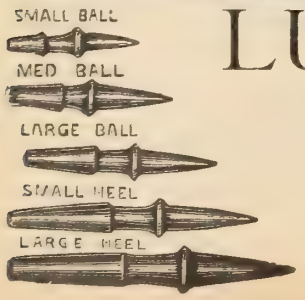

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THE CANADA LUMBERMAN.

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THE CANADA LUMBERMAN is published in the interest of the lumber trade and of allied industries throughout the Dominion being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion of them by others.

Especial pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world so as to afford to the trade in Canada information upon which it can rely in its operations.

Special correspondents in localities of importance present accurate report not only of prices and the condition of the market but, also of other matters specially interesting to our readers. But correspondence is not only welcome but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way effecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the truth. Any items of interest are particularly requested for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN with its special class of readers is not only an exceptionally good medium for securing publicity but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements which will be inserted in a conspicious position at the uniform price of ten cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for three successive issues or longer.

Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade or specially interested in it, who should not be on our list thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

MR. DACK has introduced a bill into the Ontario Legislature, to amend the act to encourage the planting and growing of trees. The bill provides that the Lombardy poplar be added to the list of trees regarding which municipal councils may grant a bonus for each tree planted on any highway. In many sections of the province the Lombardy poplar is largely cultivated. The act as now on the statutes includes the following trees: Ash, basswood, beech, birch, butternut, elm, hickory, maple, oak, pine, sassafras, spruce, walnut or white wood.

LUMBERING and mining have received little attention heretofore in Eastern Kentucky, notwithstanding that it has long been known that a large section of country lying between Salt Creek and the Big Sandy River is rich in hardwood timber, coal, iron ore, &c. Recently New York capitalists have subscribed $17,000,000, $6,000,000 in cash having been paid on account, for building two railways through the coal fields and hardwood land of Eastern Kentucky, to connect with the railroad system of South Virginia. On one road 7,000 hands are at work. The capitalists own 5,000,000 acres of mineral and timber lands.

MR. J. B. CHARLESON, superintendent of forest rangers on the upper and lower Ottawa, has laid his first annual report before the Quebec Legislature. The report was made up on the 10th of December last and complains of great opposition to the new system from the lumber manufacturers, great difficulty in obtaining returns from them, and serious losses to the revenue in consequence. As time grows apace we have no doubt but matters will move more smoothly between Mr Charleson and the lumbermen. Mr. Charleson thinks that he is quite safe in promising a revenue of $600,000 from his district this year. He estimates that fewer logs will be made this year, but that a large quantity of square pine will be taken out.

SOME thirty years ago an English Land Company obtained three hundred and fifty thousand acres of wild land, chiefly in the county of Haliburton. The Company ultimately failed, and the land passed into the hands of several gentlemen of Toronto and Peterborough. Messrs. Lockhart & Gordon of Toronto, J. M. Irwin of Peterborough, A. Nevius of Haliburton, and H. O. Leas of Lindsay, are now seeking to be incorporated as a company. The lands are heavily timbered, chiefly pine, which the company intend to operate as the means of conveying the lumber to market are excellent. The County Council of Haliburton, however, are petitioning the assembly not to grant the incorporation, but that the Crown should repossess itself of the lands, and administer them to other crown lands.

THE Commissioner of Crown Lands Bill now before the legislature is a matter of great importance to both lumbermen and settlers in the new districts, as it provides an easy and inexpensive method of settling all disputes in the future which may arise between them. It sets forth that where it is claimed that any incorporated company which has had confined upon it the powers authorized by "The Time Slide's Companies' Act," or similar powers, or that any incorporated company, or any mill owner or other person has caused damage to the land of any person by overflowing the same, and it is alleged that such damage exceeds the sum of $20 and not more than $500 is claimed, such person may apply to the judge of the district or county court or to the stipendary magistrate to determine the claim upon the provisions of the Act. The Act applies only to the Districts of Muskoka, Parry Sound, Nipissing, Algoma, Thunder Bay and Raaney River, to the Provincial County of Haliburton, to the Electoral Districts of East Victoria, East Peterborough, North Hastings and North Renfrew, and to such other counties or electoral districts or parts of the same as the Lieutenant-Governor may by proclamation from time to time determine.

THE reason of circular cross-cut saws chattering in work may arise from a variety of causes, such as employing a saw arranged with a considerable amount of set for soft or green wood, and then using it for dry, harder, or curled-grain wood. Running a saw too fast, improper setting of the teeth, packing, &c., may also cause it. Referring to the question of cross-cut saws in particular, these should, in the first place, run something faster that rip-saws, as the action of the saw is essentially a severing or cutting one, and is more difficult than a ripping saw, which partakes more of a splitting action. A speed of about 10,000 ft. per minute at the periphery of the saw may be accepted as a standard speed for general purposes. The teeth should be kept in first-class condition and sharp. In the ordinary fleam tooth used for cross-cutting all the teeth are alike in shape and sharpening, and when in use there is nothing to clear away the sawdust, as in a ripping saw; consequently the teeth become sprung from the resistance of the sawdust in the kerf and produce rough market work and an increased difficulty in forcing the wood through the saw. In working soft wood the difficulties of the crowding of the sawdust in the kerf are, of course, not so pronounced as in hard or curly wood.

THE celebrated case. Scott v. Benedict. which involved the title to 140 square miles of timber limit in Peterborough county, Ont., after many years of [illegible] litigation, was settled by mutual aggreement on March 2nd. The settlement gives the limits in question to the Peterborough Syndicate, composed of Messrs. Geo. [illegible] Cox, J. B. McWilliams and T. G. Hazlitt. The land are situated in the townships of Cavendish, Harvey, Sherbourne, &c., and are valued by experts at over half a million dollars. The limits admit of at least a cut of ten millions a year for twenty years, and to meet the demands of manufacturing this timber in Peterborough new mills will have to be added to the present cutting capacity. Eminent council were engaged on both sides and the agreement entered into finally and for ever settles the case, all parties to the suit signing the judgment based upon the agreement arrived at.

ENGLISHMEN as a rule are somewhat slow in adopting American ideas and the more so when it comes to reducing them to practice. It certainly seems novel to us on this side of the Atlantic to read the following in a London trade journal:—"The Manchester Ship Canal, as a means of consumption, is likely to largely exceed original expectations, for we find that the contractor for that great work, together with Mr. Leader Williams, the chief engineer, are erecting little wood-built villages all along the line from Manchester to the spot where the canal enters the Mersey, a distance of about thirty-four miles; wherever the works are too far distant from a town or village, a wooded village is erected. The first village erected—close to the Mersey—holds about six hundred people, old and young included. The houses are strongly built, and as neat as pins, and as dry as tinder, and the rents are about a shilling a week for each room; there are also schools and chapels. Now thirty-four miles of wooded villages, say two miles apart, with churches, chapels, and schools improvised of the same material, as is done in America, and running at the first start into six hundred inhabitants, must absorb an unusual quantity of the supply of timber brought forward, and this alone would justify a considerable increase of importation, both on our west and east coast, to each of which the Manchester Ship Canal is easily accessible. This, at any rate, opens a new door for the trade, and will no doubt help off the Liverpool importation this year with more than customary expedition."

MANITOBA is becoming interested in the question of her public timber supply. The principal source of supply at present is the Lake of the Woods, where mills are already situated with a capacity of about fifty million feet annually. A considerable portion of the logs cut at these mills are taken from the American side, and should the United States government at any time stop the importation of logs from Minnesota to the Canadian mills, such a move would greatly curtail the timber available to the Lake of the Woods, and prove to be a serious blow to the Northwestern Provinces. There is a stretch of wooded country, about 400 miles in length, lying between Lake Superior and Winnipeg, but the growth is small and very little of it is suitable for timber, the amount of good pine being limited. About 10,000,000 feet of lumber is annually cut on Lake Winnipeg, but with a largely increasing population in the prairie region west of Winnipeg the better classes of timber would be soon exhausted. There is some good timber in the northern portion of Manitoba, and the Riding Mountain territory furnishes about 2,000,000 feet of lumber annually from the southern and western slope. There is an abundance of lumber in Alberta, and but little in Saskatchewan and Assiniboia; but

naturally Manitoba should get her supply of lumber from the Red Lake reservation timber and the surrounding country. High freights preclude the shipping of lumber from the Rocky Mountain region and British Columbia, where there is timber in great quantity and of fine quality, and if the British provinces are to develop, it is plain to be seen that an arbitrary line should not be permitted to stand in the way of their future development, for without an abundant supply of good timber furnished at reasonable prices the development of the prairie regions will be necessarily slow. The interests of the British provinces evidently lie in the direction of the repeal of the export duty on logs, and the cultivation of amicable relations with their American cousins, so far at least as the lumber question is concerned.

THE question of forestry, we are sorry to say, does not occupy the position in Canada which its importance demands. Valuable wood lands in the past have been ruthlessly destroyed, causing a dearth of timber in some parts, as in the Province of Quebec for instance ; and some steps should be taken by the Dominion Government, not only to prevent the wanton destruction of timber but to encourage its further development. The government holds the wood lands of Canada in trust for the people, and it is the duty of the government to look after them. Not only where forests are nearly cut off should they be made again to grow, which can be done by proper treatment ; but trees should be planted from time to time in all districts where timber is scarce, and the government should take the necessary steps to see that it is done and not leave it to the settler or the farmer. To this end it should try and create forests in the Northwest where timber is not only scarce now but is bound to be an important factor in the future. The cost of experimenting would not be great, while the benefits to be derived in the future would be incalculable. In looking after forest lands their management ought to be classified, and limits should not be forced upon the market.

HON. Mr. Haggart's bill recently introduced into the House proposes some radical changes in the postal service. The postage on letters remains the same, and the increasing of the weight to one ounce instead of half an ounce as formerly is a useful change ; but this is more than counterbalanced by increasing the rate of drop letters to two cents. This would entail a vexatious burden upon merchants and others, and is a move for which the public is hardly prepared. In matters appertaining to the public service no backward steps should be taken. If instead of increasing the weight to one ounce, the reduction of postage to two cents had been made, it would have met with the general approval of the public. The objection that the revenue is now much less than the expenditure, is met with the argument that the enhanced increase in the number of letters sent would more than make up the loss as proved to be the case in the United States. The subjecting of magazines and other papers published less frequently than once a week to a postage rate of one cent a pound, smacks too much of a tax upon knowledge, and therefore ought not to be entertained. It is too late in the day to recur to a system imposing taxes upon the diffusion of knowledge in a free and enlightened country.

THE question of getting rid of the refuse of the saw mills without entailing considerable expense is one which has bothered the lumbermen a good deal. It is a well known fact that the shavings and sawdust deposit in many of the Canadian streams has been such a nuisance to navigation, that the government has been obliged to take cognizance of the evil and compel mill owners to dispose of it in some other way. Instead of its being a source of expense to lumbermen it ought to be utilized, and thereby converted into a source of profit. In this age of invention we aver that ere long all the saw mill refuse will be so utilized and put to some profitable use. An ingenious individual out in Minnesota comes to the fore, and claims to have devised a scheme whereby he can turn all the sawdust into a merchantable fuel which can be readily handled, and which may take the place of coal. We believe this can be done, and done profitably. The experiment of making paper from sawdust at Ottawa, from what we can learn, has proved a success ; and though the machinery used in its manufacture may seem to be somewhat expensive on the start, yet the paper can be manufactured and sold at a reasonable profit. This is not only a move in the right direction, but it also serves as a pointer to the proper way of getting rid of the troublesome question—and the sawdust too.

THE report of the Minister of the Interior contains some very interesting statistical information as regards timber and lumber in the west. The gross revenue from which at the Winnipeg Agency was $45,558.52, as against $45,611 for 1887, the quantity of timber manufactured in 1888 was 17,409,136 feet B. M., which, compared with 1887, shows a decrease of 2,710,227 feet, while the quantity sold was 22,349,589 feet, an increase of 5,127,568 feet over the preceeding year, the stock on hand being replenished from lumber manufactured from American logs. There were imported from the State of Minnesota and manufactured at Rat Portage, Keewatin and Winnipeg about 21,000,000 feet B. M. The Crown Timber Agent for the Winnipeg district reports that the importation of these logs has had the effect of keeping down prices of lumber to a reasonable figure. The prices of sawn lumber averages $2 per M feet higher than in 1887, caused by a combine of the manufacturers at Rat Portage and Keewatin. During the year 1888 no lumber or other wood produce has been shipped from this district to the United States. In this district there are 26 saw mills, 4 being water mills, the remaining steam, the sawing capacity of the 26 being 526,000 feet B. M. per day. There were manufactured in the district during the year, 17,409,136 feet of lumber B. M. ; 3,147,000 shingles, and 1,378,500 lath. Three mills were not working in 1888 ; one timber berth was abandoned and two cancelled.

THE report of the Commissioner of Crown Lands for Ontario for the year ending 31st December, 1888, has just been issued. From the report we learn that during the year there were sold 54,267 acres for the sum of $78,448.33, and the collections on account of land sales were $99,259.24, which includes payments on account of former sales. The total collection for the year from woods and forests was $1,316,139.09, which includes $748,865.34 paid on account of bonuses, leaving the collection of ordinary revenue for the year to be $567,273. There was paid to fire rangers $17,854.53, besides $6,258.55 paid on account of this service for 1887, one half of which is refundable by the license holders. The report says this service continues to give satisfaction to those availing themselves of its provisions, and it is being extended over a wider area every year. It was inaugurated in 1885, in which 37 rangers were employed upon various limits. In 1886, 45 were employed, in 1887, 55 were employed, and in 1888 there were 70. Although the summer was not so dry as the one preceding, yet extensive bush fires took place, notably in the Georgian Bay regions, on the Bonnechere and Petewawn Rivers, in the Ottawa country, and the Nipissing country. The rangers and lumbermen were asked, as usual, to report the quantity of timber damaged, the quantity likely to prove a total loss, and, generally speaking, the causes of the fires. The information thus gathered shows about seventy-five distinct fires ; timber damaged one hundred and sixty millions of feet, of which not more than ten or fifteen millions will prove a total loss. The principal cause of the fires is given as the result of setting out of fires by settlers in the process of clearing land for cultivation and carelessness as to the surrounding circumstances. The fires on the Bonnechere and Petewawa were very dangerous, as they bordered on dense pineries, and it was only by a systematic fight and considerable expenditure they were kept from spreading, in which event the loss would have been incalculable. Under the Free Grants Acts there are 133 townships open for settlement. During 1888, 842 locations were made on 109,002 acres of land, 74 locatees purchased 2,797 acres, and 523 patents were issued to locatees. Under the mining laws 5,542 acres were sold and patented in the Districts of Algoma, Nipissing, Rainey River and Thunder Bay, applicants having filed surveyor's plans, field notes and descriptions of the locations. On colonization roads there was expended $112,273. Two hundred and twenty miles of new road were constructed, 333 miles repaired, 30 new bridges were built and many old ones were repaired. The statement of timber and amounts accrued during the year is as follows ; Area covered by timber license, 16,934 square miles, timber dues, interest and trespass, $859,131.22 ; ground rents, $58,893.83 ; and bonus, $769,990.34 ; making a total of $1,688,015.39. The following are the principal kinds of woods from which the revenue accrued : White pine sawlogs, 6,364,650 pieces, 699,581,000 feet B. M. ; other woods, 36,684 pieces, 2,862,000 feet B. M. ; square white pine 52,640 pieces, 2,923,332 cubic feet ; square red pine 11,486 pieces, 433,256 cubic feet ; boom and dimension timber 228,524 pieces, 41,177,000 feet B. M. ; railway ties 761,346 pieces ; hemlock 449 pieces, 21,496 feet, and cedar 363, 441 lineal feet.

THE Montreal and Ottawa Boom Company applied to the Dominion Government for articles of incorporation, subject to the provision that the "Company shall on any part of the River Ottawa, from the Chaudiere Falls at Ottawa to the north-westerly end of the Island of Montreal and either on one or both of the channels to the northwest of the said island and on the shore adjoining the said extent of the said river and the islands therein, have power to purchase or acquire any wharves, piers, slides, dams, booms, or other improvements in the said part of the said river, and to construct and maintain any dam, slide, wharf, pier, boom or other work necessary to facilitate the transmission and towing of rafts, timber, railway ties, cedars and sawlogs down the Ottawa River, and to blast rocks, dredge or remove shoals or other impediments or otherwise improve the navigation of the said river upon payment of compensation to any individual injured thereby." The introduction of the bill brought about considerable discussion in the Ottawa district, and much opposition to the formation of the company ; although there were safeguards in the Act to protect the public interests. The gentlemen applying for the bill represent the Ottawa lumber interest and consist of Messrs. Claude McLachlin, F. W. Powell, G. B. Pattee, J. R. Booth and Hiram Robinson. The lumbermen deemed it necessary that a company be formed to protect their extensive business on the Ottawa, as works are necessary to facilitate the passage of rafts and logs ; and to this end they seek for power to construct such works and control them and charge common tolls, so that without confusion they can facilitate their joint business and enhance their interests. It was claimed by the opposition that the lumbering interests in the river were amply guarded by existing laws. Mr. Girourd, who had charge of the bill, finally asked permission to withdraw it, as the bill had not been properly framed and did not correctly describe the powers desired by the company. The wording of the bill made the company appear to ask power over the whole of the Ottawa River, which they did not desire ; all they wanted was power to boom at the foot of the Carillon rapids, and at a point north of the Island of Montreal. Next year the bill will most likely be reintroduced in a modified form.

MR. HOTCHKISS, United States Consul at Ottawa, has addressed a very interesting report to the Senate department at Washington, treating upon the comparative forest resources of Canada and the United States. In his report he seeks to refute the prevalent idea which prevails on the other side of the line that Canada is a vast forest of pine. He places the limits of the pine region as lying between the 73rd and 90th degrees of latitude, and practically ceasing at about the 47th degree of longitude, an area of 150 by 500 miles ; comparatively a small area of virgin territory remaining. The forests of Canada first undergo a system of cutting out all the superior timber for the English market, a practice which reduces the quality of the remainder so low as to find a market in the United States and Dominion only. The consul says the timber is much

smaller than in the United States, and tree for tree the American soft woods will produce double the lumber of the Canadian and of a far superior quality. The quantity of pine in the States is fully equal to that in Canada, and the available soft woods in the States are white wood, basswood and white hemlock, all of which are fully equal to the pine for mechanical and economic uses. He says the quantity of standing timber of such varieties is enormous, and may be placed at twenty millions to Canada's one. Canada has practically no soft wood but her pine, but the States have an abundance of hardwood consisting of cherry, oak, hickory, walnut, gums, chestnut and yellow pine. Mr. Hotchkiss, who appears to be thoroughly conversant with the lumber industry, speaks of the fire-killed pine of Canada and says that with no export duty to keep it back, the Provincial governments can realize hundreds of thousands of dollars by the sale of this class of timber to the millmen of the States, to be cut up into boards for the use of the box industry which consumes not less than five hundred millions of feet annually. The United States government remit 90 per cent. of the $2 duty on proof of exportation of the lumber in the boxes, if the lumber is sawed in Canada, and admits the logs free of duty.

THE amount of timber manufactured in the Province of Quebec during last season, as given in the report of the Commissioner of Crown Lands for that province, is as follows:—Areas under licence renewed during the year 41,584 square miles; white pine 17 inches and over in diameter 787,766 pieces; white pine under 17 inches in diameter 1,507,246 pieces; spruce, 959,703 pieces; hardwood and cedar, 3,689 pieces; small pine logs 96,084 pieces, and 18,240 standards. Pine &c. @ $1.30 per M. feet B. M. is given at 8,014 pieces and 684,559 feet B. M.; spruce &c. @ 65 cents per M. feet B. M. 229,645 pieces and 19,149,333 feet B. M. White pine 9,378 pieces containing 415,283 cubic feet; red pine 3,426 pieces, 105,830 cubic feet; tamarac 4,082 pieces, 141,748 cubic feet; elm 1 piece, 39 cubic feet; hemlock 3 pieces, 85 cubic feet; ash 34 pieces, 855 cubic feet; spruce 497 pieces, 9,681 cubic feet; birch 225 pieces, 4,196 cubic feet; cedar 183 pieces, 2,588 cubic feet. Boom and dimension timber is given at 14,569 pieces, 482,191 lineal feet, and flat and small timber at 16,811 pieces, 828,442 lineal feet. There were also produced of rails 18,994 pieces; pickets 37,712 pieces; railways ties 166,314 pieces; telegraph poles 9,040 pieces; shingles 2,881½ thousand; battens 1,944 pieces; hemlock bark 902¾ cords. Firewood: hard 2,666½ cords; soft 1,676¾ cords. Pulp and other wood 471 cords; cedar 2,250 cords; white birch 2,276 cords. The amounts collected from the Crown Lands of that province during the fiscal year were: Interest $3,872.54; trespass and charges $3,725.37; timber dues $447,200.87; ground rents $141,549.88; transfer bonus $2,315.03, making the total amount collected from all sources during the fiscal year ending June 30th 1888, $598,663.69.

AT London, Eng., a firm tone still prevails in the market, and there is no sign of any slackening in prices, with regard to the future there is no cause for anxiety, either as to prices or excessive supplies. A good and steady trade has been doing in American black walnut both in logs and lumber. The former have been selling freely and improved prices have been obtained owing to their being but a small amount upon the market. The demand for American whitewood is very active, and is likely to increase as the stocks on hand are light. Canadian pine deals are largely reduced in stock, and prices have an upward tendency. The stock of spruce is small, and high prices are ruling for forward delivery. Denny, Mott & Dickson's wood circular under date of March 5th says: "Merchants on this side have generally had to recognise the soundness of the reasons advanced by the Quebec shippers for the enhanced value for next season's shipments, so that consumers would do well to secure the few remaining landed parcels of oak and yellow pine, which can only be replaced at higher figures." Farnworth & Jardine's Wood Circular, Liverpool: "Canadian yellow pine timber, both waney and square, have moved off slowly; red pine has been in fair demand, there is no change in value, oak, in the log, has moved off more freely. Considerable spruce has been sold on contract for the coming season."

IT will be a matter of surprise to a great many to learn of the recent assignment of Christie, Kerr & Co., the well known lumbermen of Toronto. This is one of the oldest and most respected lumber firms in Canada, and as wholesale dealers, they have perhaps handled as much, if not more lumber than any other firm in Ontario, and in their trouble they have the sympathy of the entire trade. The primary cause of the trouble, so far as we have been able to learn, dates back to the failure of the Michaels Bay Lumber Co. last fall, a concern in which Mr. Christie was the principal. The Michaels Bay Lumber Co. had become mixed up in the Central Bank affairs which was the primary cause of the failure, but it was thought at the time that their failure would not affect Christie, Kerr & Co., which appears, however, to have been a mistake. We have not been able to ascertain the amount of their liabilities and assets, but it is thought they will be able to resume business. We hope their embarrasment will be only temporary, and in this we only voice the feelings of their many friends.

SPLINTERS.

THE lumber trade at Toronto has been slow for some time past but it is now picking up. Spring orders are coming in freely from both city and country. The prospect for a good trade during the summer is good. Prices are unchanged.

* * *

NEGOTIATIONS with Japan for the establishment of a direct money order system and exchange with Canada are progressing satisfactory. The draft of a convention has been submitted by Canada and will, it is expected, be concurred in.

* * *

THE Hudson Bay Company's report recently issued speaks of more lands being sold in 1888 up to November 1st than in the whole preceeding five years; and the returns from other sources show that this increased demand is fairly good.

* * *

WE are in receipt of a business card from Messrs. Burland & Co., wholesale lumber dealers, Church St. Toronto. This firm has recently gone into business. Mr. Burland has had a large experience in the lumber business and we wish the new firm every success.

* * *

LARGE numbers of immigrants are constantly arriving in Winnipeg, principally Canadians from Ontario. The people are nearly all farmers and the most of them intend taking up land in Manitoba, only a few of them having decided to locate in the Northwest.

* * *

THE local industries of St. John, N. B., have been enjoying a fair share of prosperity, as lumber is commanding a high price; and so long as the present rate of freights is maintained there will be a good feeling in business circles, for the shipping interest of St. John exceeds all others in importance.

* * *

HON. Mr. Cockburn in the debate on the budget said: "In the matter of lumber Canada shipped to the United States between 50,000,000 and 70,000,000 of Spruce for South America. The government had brought forward a measure to foster trade with China direct because this trade was now assuming large proportions."

* * *

THE weather has been remarkably mild during the month throughout the West and Northwest. At Port Arthur they are looking for an early resumption of navigation, and in some parts of Manitoba farmers have commenced seeding. In many places building has already begun in earnest, in the West, and with the great influx of well-to-do immigrants better times may be looked for.

THE recent announcement in the Imperial Parliament that seventy new ships of war would be built within five years at an expense of $105,000,000 is bound to give a great stimulus to the iron, steel and shipbuilding industries. Thirty-two out of the seventy ships are to be built on the Tyne, the Clyde, the Wear, the Tees at Barrow and at Belfast, at a cost of $50,000,000. The timber importers of Great Britain, will to some extent, be benefited by the expenditure.

* * *

WE acknowledge the receipt from the Dodge Wood Split Pulley Co., 89 Adelaide St. Toronto, a special number of *Power and Tranmission*, a journal published at Mishawaka, Indiana, by the Dodge Wood Co., devoted to manufactures, mills science, arts and invention. The special nnumber, is devoted entirely to the manufactures of the Dodge Manufacturing Co. The Canada firm will occupy, this month, their new extensive factory at West Toronto Junction, a full description of which will be given in a future issue of THE LUMBERMAN.

* * *

THE new State of north Dakota will soon be called upon to defend its people against a serious accusation. The last report issued by the Interior Department of the Dominion states that for some years past the people of Dakota "have been accustomed to supplement their inadequate fuel supply by systematic stealing from the public lands on the Canadian side of the boundary." So extensive have been the American depredations upon Manitoba timber, it has been deemed necessary to detail a detachment of mounted police for service along the boundary between Manitoba and Dakota.

* * *

DURING the past year quite an impetus has been given to the lumber industries of British Columbia, owing to the increased demand for timber for finishing purposes, and the result is that several new lumbering schemes are in course of development. Eastern shipments now form quite an item in the local trade, as there is a growing demand for fine grained fir and cedar. The fir cut in the coast mills, is similar to the Puget Sound fir, and is procured along the coast of both the mainland and Vancouver Island, for a distance northward from the international boundary of about 300 miles.

EXCHANGE ECHOES.

Timber Trades Journal, London, Eng.

There is no doubt the recent large importation of American lumber and other cut stuff has been a great blow to the London saw-mill trade, producing a ruinous competition among themselves, which has affected old and prosperous private firms and limited companies alike. It is not surprising therefore, that there are rumours of a federation or amalgamation of saw-mills, which would be an advantageous thing for those engaged in the business, and if nothing more than a fair working profit were agreed on, it would probably not meet with great opposition from the timber trade.

Manitoulin Expositor.

Next to Sault Ste. Marie, Little Current is the most important point in Eastern Algoma. Its situation on the only navigable channel at this point makes it the key of the Georgian Bay. It has a population of 700, and is the largest milling place in Algoma, having three large saw mills and sash and door factory. The annual output of lumber from these is about 20,000,000 feet. Little Current is the terminus of a projected railway which will be completed inside the next three years; and is the feeding point of the Manitoulin Island which is nearly as big as Scotland and capable of supporting a population of 150,000.

PUBLICATIONS.

We are in receipt of an elegantly gotten up Quarterly entitled "*Homes of to Day*" or "*Moderate Examples of Moderate Cost Houses.*" It is well illustrated giving styles and cost of building modern houses, and is just the thing for contractors and builders, also for those who contemplate building residences. The second volume commences with the January number, price one dollar per year. Published by Frank L. Smith, Architect, 22 School St., Boston, Mass.

THE LUMBERING INDUSTRY OF QUEBEC.

The Government has had printed and distributed to the members of the Legislature and of the Press Gallery, the first annual report of Mr. J. B. Charleson, Superintendent of Forest Rangers, which contains a great deal of information of interest to the lumber trade and several suggestions affecting it.

Referring to the revenue of the Crown Lands Department from the Ottawa district for the last year, Mr. Charleson says :—

"The total revenue estimated by me from this district was $497,443.00, and I am happy to be in a position to say that the amount has exceeded my estimate as I hoped and expected it would ; the returns now showing a total of $574,147.00 for stumpage dues alone. The report of 1885, which I now have before me, shows that on the Upper and Lower Ottawa the output was 2,425,500 logs and 524,983 feet of square pine ; this is as near as possible to my March estimate which was, as already stated, 2,482,000 logs and 350,000 feet of square pine, but, in making that estimate, I took all logs from 9 inches ; while, in 1885, none were taken below 12 inches, so that the average should have been much higher than in 1888. In fact I consider that the larger average in 1885 should more than equal the slight difference in the number of logs existing between my estimate of March last and the report of 1885. Now, I then estimated an output of 377,264,000 feet, yielding $490,443.00 and $7,000.00 for square pine, or a grand total of $497,443.00, while in 1885 on an equal number of logs, for I repeat that the shortage in number of pieces in 1885 was more than compensated by the larger sized logs in that year, there was only collected in this district $292,758.44. In order to make a fair comparison, however, there must be added to this last amount the 18 per cent. increase in stumpage, amounting to $52,696.52 and 534,983 feet square pine at 2 cents, equal to $10,499.66, or grand total of $355,954.62 for 1885 ; or a difference of, say in round numbers $141,489.00 in favor of 1888."

Mr Charleson also makes a number of suggestions in regard to the prevention of frauds upon the Government in the matter of dues.

Mr. Charleson says :—"I would now take the liberty of recommending that some system of fire ranging in the pine sections of this Province be established ; our rangers might act as the government fire rangers and the lumbermen appoint as many more ; the government to pay one-half and the lumbermen the other half of the cost ; the superintendent of forest rangers might also act in the same capacity over the fire rangers. This system is in vogue in Ontario and gives general satisfaction, costing only $9,000 per annum to that Government. The lumbermen in my district have expressed themselves as willing to follow Ontario's example."

The report further says :—"I now strongly recommend that some means be found to make it necessary that all log cullers should have to pass an examination as to their knowledge and proficiency in that line. They should have a general idea of the sawing of logs and the proper reduction to be made in the case of "hollows" or "crooks." If this was done these men would become more independent of the licentiates, as proficiency would then be the test and not as now, in many cases, ability to reduce jobbers' logs. A board of examiners, comprised of two mill owners and the superintendent of the Forest Rangers for the district seeking the services of the cullers should be named, and then, having passed such an examination, the log culler would feel a professional pride and his oath of office be a guarantee that the work would be faithfully performed."

Respecting the operations of the present year Mr. Charleson says :—"I estimate that fewer logs will be made this year than last, but a larger quantity of square pine will be taken out. I consider, however, that I am quite safe in promising $600,000 revenue from my district for this year.

Explorations in British Columbia.

At a meeting of the Royal Geographical Society held recently in London, Rev. W. Spots, read a paper on "Explorations in the Glacier Regions of the Selkirk Range, British Columbia, in 1888." In describing the journey from Winnipeg to the Rocky Mountains by the Canadian Pacific Railway the lecturer said :—The forests of the Selkirks consisted principally of Douglas fir, cedar, spruce, hemlock, and balsam. Roughly speaking, he had enumerated them with regard to elevation ; the balsams, resembling our silver firs, as a rule being nearest to the snow line. They all attained huge dimensions, cedars eight feet in diameter being frequently met with, and they often grow so close together that he could not pass between their trunks. Fires had made havoc with these forests from time immemorial ; lightning and spontaneous combustion caused by friction had no doubt done their work. The Indians were known to have burned the forests for the purpose of producing a good crop of berries on the undergrowth in the ensuing year. It was much to be feared that the fate of the most useful portion of these forests, that near the railway, was now sealed, for the destruction wrought by sparks from the engine, and by neglected camp fires, was of too constant occurrence for even the wonderful recuperative powers of the vegetation in these regions to stand against it.

When the trees first caught fire the flames ran wildly through their tops and lighter branches. The smouldering away of the trunks was an after process, and often took a long time. Sometimes the fires were extinguished by rain before the process was complete, so that in the midst ot the living forest numbers of guant charred trunks stood up as monuments of fires that occurred years ago. These rotted slowly, and usually fell after heavy rains, there never being any wind in these valleys, except an occasional blast accompanying a thunderstorm. Beneath the living trees thousands of prostrate trunks lay piled in every conceivable position, and in every stage of decay. These were, to a certain extent, overgrown by rhododendrons and blueberry bushes, and, in the damper parts of the forest, by the devil's club—a plant beautiful to look at, with large, bright green, palmate leaves, and tufts of coral red berries, but whose thorns if they penetrated the flesh, produced festering sores. Picture the lecturer with a 40 lb. pack on his back, creeping along a slippery, fallen trunk, fending off the devil's club with an ice-axe, wriggling under fallen trees, or eight feet from the ground on the top of them, and the audience wouid have some idea of what travel in the Selkirk meant. The heaps of boulders above the forest region formed a refuge for a variety of animals, the hoary marmot, measuring about 3 ft. long, being the commonest and most useful from a commissariat point of view.

A Flower-Collecting Animal.—The Sewellel was a strange beast ; it, too, lived beneath the boulder heaps, and it had the most wonderful fancy for collecting flowers. One day, when they were ascending a glacier, Movaine, his cousin said to him, "Some one has been here before." He said, "Impossible !" but was utterly puzzled by finding a bouquet of flowers plucked, with their stems neatly together, just as though some child had laid them down. What their particular object in collecting flowers was it was difficult to understand, but he had heard it suggested that it was for making hay for winter use.

The Nation's Forests.

The first step in the effort to provide for the conservation of the forests on the national domain should be the withdrawal from sale of all forest lands belonging to the nation. It will not be necessary to preserve and maintain all these forests permanently, but the extent of forest territory which will be required by a practical plan of forest-preservation and management for our Western mountain regions cannot be at once precisely determined. A thorough examination of these regions, and of the agricultural country depending upon them for its water supply, will be necessary, in order to show what forests must be retained, and what tracts of timber can be put upon the market without injury to the important interests involved. Until such an examination has been made, none of the forest lands now belonging to the United States should be sold.

The second step should be to commit to the United States army the care and guardianship of the forests belonging to the nation. There is in time of peace no other work of national defense or protection so important as this which the army can perform, and it is plain that under existing conditions, the forests on the national domain will not be—indeed cannot be—adequately guarded and protected by other means. The measures which have been tried, including those now in operation, or nominally in operation, have proved almost entirely ineffective. The forests on the public lands are pillaged by settlers, and by the employees of railroad and mining companies, without scruple or limit. Other instruments will have to be employed if the forests are to be preserved. Their complete and final destruction, with that of the soil which sustains them, is, under the present system, or want of system, only a question of time, and of a very short time.

The officers of the United States army are educated by the nation for its service, and they constitute a body of men not equalled by any other in our country in their equipment for guarding and protecting the great forests regions belonging to the nation. They possess every kind of fitness for this kind of work in greater degree than any other class of men, and if authorized by law to undertake this service they would have the power and the means necessary for its performance, while everybody else is at present inevitably powerless and incapable. As there is likely to be very little work for the army hereafter in the care of the Indians, it will be available for this service of guarding the national forests. The work can be done well by the army, and it would cost nothing, or very little, while any other plan would necessarily be both ineffective and costly. This guardianship and defense of the nation's forests by the army of the nation should be continued and maintained until a sufficient number of adequately trained and equipped foresters has been provided by the national government for the administration of a complete and permanent system and policy for the management of the forests on the public domain.

This brings us to consider the third step. This should be the appointment, by the President, of a commissioner to make a thorough examination of the condition of the forests belonging to the nation, and of their relation to the agricultural interests of the regions through which the streams flow which have their sources in these forests, and to report, with the facts observed, a comprehensive plan, for the preservation and management of the public forests, including a system for the training, by the government, of a sufficient number of foresters for the national forest service.

The commissions should determine what portions of the existing forests on the public domain should be permantly preserved, and in what manner the remainder should be disposed of. The national forests can be so managed that they will be perpetually reproduced, and will yield forever an abundant supply of timber for the inhabitants of the adjacent country, and a revenue which will more than sustain the cost of the forest service. A National School of Forestry should be established at a suitable place in one of the great mountain forests on the public lands, and its equipment should be as thorough and adequate for its purpose as is that of the National Military Academy at West Point. — *Garden and Forest.*

Logs Floated in the Ottawa River.

The following statement shows the number of pieces of timber and saw logs which passed down the Ottawa river and its tributaries, as reported by the chief engineer of government slides and booms during the fiscal years ending June 30, 1887 and 1888 :

	PIECES. 1887.	PIECES. 1888.
White pine timber	41,109	20,489
Red pine timber	5,500	12,927
Boom and dimension timber	61,251	35,144
Cedars	10,944	14,493
Round	2,249	3,372
Tamarac	1,981	1,271
Spruce	4	651
Oak	10	13
Ash	71	21
Elm	10	5
Basswood	30	6
Sawed transverses	89	18
Railway ties, equal to in flat tbr	3,422	2,940
Saw logs	3,402,305	3,102,798

The revenue derived from timber dues fell off from $75,518 to $61,588, as compared with 1887. In his report to the government the engineer in charge says that

shortly after the spring floods of 1887 the waters of the Ottawa and tributary streams attained a low summer level, after which a protracted period of drought set in, which had the effect of completely drying up many of the creeks and decreasing the volume of water in the Ottawa to an extent never before witnessed by the oldest inhabitants and altogether unparalleled in the history of rafting in this district. Such being the case the late drives of logs and timber were abandoned for the season.

CANADIAN SHIPMENTS OF LUMBER TO LIVERPOOL.

The London *Timber Trades Journal* in reviewing the timber trade of Liverpool for the past year says: With the timber trade, as with most other branches of commerce, the year 1888 opened with nothing to show that there was any probability that its course would differ to any extent from so many of its predecessors. There were no signs ahead from which even the most experienced and sagacious of those engaged in the trade could come to any other conclusion than that it would be of the same dull and sluggish nature. This position was not peculiar to the timber trade alone, for many of the staple industries in the great manufacturing districts of Lancashire, Yorkshire and the adjacent counties were in a similar plight. The amount of business done in this port with the various timber and deal producing districts in the Dominion of Canada for the past year has been upon a larger scale than during the two preceeding years. With the exception of a few parcels of timber and oddments of deals, which were sent on consignment by shippers towards the close of the season, the import was generally upon the timber merchants account, most of whom made their purchases in the spring on f. o. b. terms.

When the past year opened it found this market with stocks of all kinds of Canadian timber, deals, &c., generally within a moderate compass, but with the unfavorable outlook that trade at that time presented the quantity on hand was deemed amply sufficient until the arrival of the spring fleet with fresh supplies. This proved to be a correct estimate, for though there was no great amount of business done during the first six months, a steady drain had been maintained upon the stocks, and when the first arrivals came to hand they found the market in a healthy condition to receive them.

All the first imports of deals and lumber by the usual Montreal and Quebec steamers were upon contract, and these went, in most cases, direct from the vessel's side into the hands of the dealer and consumer, and this was also the case in a great measure with timber in the log brought forward by sailing ship. Though checked in some degree by the increased cost of importation, consequent upon the rise in freights this summer and fall, business continued in a very satisfactory condition, and the close of the season left us with stocks generally moderate, and, in some cases, light in quantity, a healthy demand, and a hopeful prospect for the future.

FREIGHTS.—The great advance in freights during the summer and fall seasons has in no branch of the trade been felt more keenly than in the North American trade. From Montreal to Halifax, N. S., all ports alike have had their share of the trouble in securing tonnage to bring their supplies of timber and lumber to this country. Commencing at about 23s. per load for timber, Quebec to Liverpool, in the spring, they finished in the fall at about 29s. to 30s. per load. Freights per steamers from Montreal to Liverpool, commencing at 42s. 6d. per standard, slightly receded after the first rush of lumber was got away, to about 40s., when, in the middle of summer, they went up with a sudden jump to 51s. 3d. to 55s. per standard, in October they rose to 70s., and finally closed at 80s. per standard, just double what they had been in early summer. All other ports were affected in the same ratio, and we believe, though none of those who contracted for timber failed to get their goods away, several shippers who had contracted on c.i.f. terms for spruce deals were unable to secure the necessary tonnage, and had to pay heavy damages for breaches of contract.

Operations have already commenced for selling goods for next season's shipment the various Quebec shippers, or their agents, being now on the journeys around the coast. Prices are higher than last year, and for this there is little cause for surprise, owing to the enormous increase in the value of lumber lands, their remote situation, and the consequent increased expenses incurred in getting out the logs and transporting them when manufactured to the steamers for export.

TIMBER.—Yellow Pine.—The commencement of last year found us with a stock in hand composed of 173,000 ft. of square and 187,000 ft. of waney board pine ; this, though much in excess of the previous year (in which we had a remarkable shortage), was still much below the customary quantities carried over by this market. The end of it finds us with a still smaller stock on hand, the quantity of square pine being only 136,000 cubic feet, and waney boardwood only 142,000 cubic feet. With every prospect of having a steady demand upon the present available supply, which has to suffice for the wants of the market until July next, these quantities are moderate in the extreme. The official statistics from Quebec show us a wintering-over stock there of only 2,580,501 cubic feet of square pine and 1,226,900 cubic feet of waney pine. Both these are as nearly as possible only one-half of the average quantities in stock in Quebec for the past five years. Not a foot of this is held by manufacturers, all of it having been bought by shippers, who have had to secure it in the face of a possible short cut owing to the mildness of the present winter, and to fill the demand made upon them from this country for spring shipment. With regard to waney boardwood the supply to this port for the past season has been principally on merchants' account, and the quality generally has been good. The consignments which have from time to time come forward have mostly been of second quality or of inferior descriptions unsuitable or putting into contracts. From good information we believe the supply for the forthcoming season will be moderate, even should the winter prove favorable for logging operations, though this appears doubtful at present ; but the difficulty experienced in securing prime cuttings of clean large wood, such as is used by machinists in this country, is becoming more intense than ever.

RED PINE.—This once favorate wood is losing its place, the substition of pitch pine in most of the purposes or which red pine was once so freely used is still increasing, and is likely to do so. The import, which has been larger than for some years past, has to a great extent been consigned on the market by shippers.

OAK.—The supply of oak logs to this market has been greatly in excess of previous years, and amounting as it does to nearly 450,000 cubic feet, leaves us with a stock of about 216,000 cubic feet, or equivalent to an average consumption for eight months. A very large proportion of this is below prime quality, and for which there is only a limited demand, as inferior oak logs cannot compete in price with the American oak cut into special sizes for railway-waggon building and similar purposes. Prices abroad for this wood have also advanced. The stock in Quebec is less than is usually the case, and from reliable sources we learn that the production during the winter will be light.

ELM.—The supply has been about the same as last year, and with the existence of a good and steady demand throughout the season it has, in a large degree, gone direct into consumption. The stock on hand is only 12,000 cubic feet, which will barely be sufficient to meet the wants of the market until the new import arrives. There is great difficulty in Canada in procuring growing elm in any considerable quantity, and with a stock in Quebec of less than one-half of last year's there is every probability of prices on this side ruling high for next season.

ASH.—Has been sent forward upon this market too freely, a large proportion being consigned shipments. Some of these were large-sized logs of prime quality, yet the prices obtained would not be satisfactory to the shipper. The stock appears to be sufficient until the new import arrives.

BIRCH.—The import of logs during the year has been large but has not been in excess of the wants of the market. Throughout the season the demand has been steady, considerable quantities going into consumption almost as soon as landed, so that prices have been well maintained. The stock of logs in this port is not large, and we look for the maintenance of the present prices. It is a noticeable fact that there is not a single log of merchantable birch left in Quebec.

PINE DEALS AND PINE LUMBER.—The decrease in the quantity of sailing ship tonnage, which of recent years has been so strongly marked in the famous port of Quebec, is attributable, in a great measure, to the change of base from which these goods are now shipped. This has been brought about by the improvements which have been in progress for years past in dredging the channel of the River St. Lawrence in its shallow parts, so that there is now a navigable depth of from 24 ft. to 26 ft., which admits of the largest ocean-going steamers proceeding up to Montreal, and there taking in their cargoes of deals and lumber as these goods arrive down the rivers from the Ottawa and Michigan districts. The principal portion of supply of pine deals and lumber is sent to this market by the regular lines of steamers running during the season between Liverpool and Montreal. This method affords several benefits to the buyer. The goods can be sent forward in small and handy parcels, the chance of them being injured by damp or frequent handling is reduced to a minimum, and they are only a few days on the passage. instead of weeks as formerly.

The large and progressive trade now done in this port in pine deals and lumber, especially the latter, was initiated only a comparatively few years ago by Messrs. Robert Cox & Co , lumber exporters, of Canada Dock, Liverpool and Ottawa, Canada, and under whose personal supervision and fostering care it has assumed the important place it now hold in the imports of this city. Their registered brand (Cx) is a well known mark amongst consumers.

In the beginning of the past year the stock (8,385 St. Petersburg standards) was moderate, and, with a steady demand existing, it went down until the first season's shipments began to come to hand per steamers. These were all under contract. and went into consumption direct from the shipside, and as time went on the supplies continued large, yet the deliveries kept place with the imports, save in first and second qualities. Prices ruled about £21 to £21 15s. per standard for 1st, £14 10s. to £14 15s. per standard for second, and £8 12s. to £9 for 3rd quality regulars. At the end of July imports were more moderate, and with the continuance of a healthy demand prices of the lower qualities began slowly to improve, but by the end of September prices had made a bound upwards in sympathy with the rapidly increasing freights, and 3rds were sold at £10 10s. per standard. Notwithstanding a large importation in October, further advances in value were established, arising from the same cause, and 1sts were sold at £25 per standard, 2nds at £16 10s., and 3rds at £10 12. 6d. per standard, and at the end of the year the demand had been so good that the stocks had run down much below the usual point, viz., 5,700 standards, or little more than one-half the usual quantity at the termination of the import season.

With regard to the present position of the Canadian deal and lumber market, Messrs. J. Bell Forsyth & Co., of Quebec, remark in their circular dated Quebec, 24th December, 1888 :—"The excitement now prevailing in Ottawa and elsewhere regarding lumber for the South American markets will likely lead to large transactions, in which case the manufacture of deals will be greatly curtailed." In connection with this point the production may also be greatly interfered with if the mild weather experienced in Canada be continued much longer, and our readers need hardly be told that such an event would tend to materially increase even the present high cost of next season's importations to this country. This is causing no little anxiety amongst shippers of Canadian goods.

SPRUCE DEALS.—The import for the year 1888 has been above an average one in quantity, the total import for the season being 66,320 standards, against 59,800 standards in 1887, and 63,200 standards in 1886.

The condition of the spruce markets throughout the year partook of the same character as other branches of the timber trade, though it did not suffer from the depression of the first half of the year to the extent that others did. Commencing with a moderate stock of 11,140 standards on hand, by the month of April they were lowered by a steady consumption to a quantity less than ever known before. Just prior to this considerable sales on contract were made at prices above those of the preceeding year. Early in that month a large steamer cargo was sold by auction at an average price of £6 10s. per standard, but, as supplies came very freely to hand, prices receded before the month was out to £6 5s. per standard ex quay for St. John, N. B., and £6 for shipments from the Lower Ports. The deliveries, however, became larger than the imports, and stocks, which had begun to increase, were again brought down to a light condition, but without influencing prices. The second half of the year brought a heavy import to hand chiefly by large steamers, but as their cargoes had been already sold into dealer's hands, they went largely from the ship's side. As the freight market began to show its influence in July cargo prices again improved, but this was not responded to by country buyers, and consequently much of the import went into the yards. The advance in freights still continuing, prices went up steadily, and many purchasers, who had hitherto been disbelievers in the permanency of the advance, now came into the market and paid the increase, which by this time had reached £7 per standard "ex quay." This stimulated the deliveries, and the import falling off prices improved in September and October to about £7 15s. c.i.f. for St. John, N. B., and to £7 10s. to £7 12s. 6d. c.i.f. for lower port shipments. In November the price of St. John, N. B., shipments rose to £8 per standard, and at the end of the year business was done at £8 5s. per standard c.i.f., and at the close of the season several cargoes just arrived were withdrawn from the market and were restored to await a further advance. These from a position of the stock, which is at present 7,620 standards.

STAVES, once an importent item in the Canadian exports, is now a decaying business, these goods being now almost entirely superseded by the productions of the United States. Very few have been imported during the season.

WILL THE GOVERNMENT REPEAL THE EXPORT DUTY ON LOGS?

Messrs. J. R. Booth, James McLaren, John Charlton, M.P., and E. Bronson, M.P., recently had an interview with the Hon. Mr. Foster, and more recently with the Premier for the purpose of pressing upon the government the importance and necessity of the removal of, or a reduction in, the export duty on logs. In determining the question it would be as well for both the government and lumbermen to look facts squarely in the face. An examination of the statistics of the log trade between the United States and Canada is sufficient to convince any fair-minded person that for years the matter has been dealt with in a spirit of selfishness. From figures brought down to the House of Commons upon motion of John Charlton, M.P., we find that since confederation, in 1867, logs in great quantities have been sent down the St. John river from Maine, to be sawed in Canadian mills at St. John N.B. This trade is known to have amounted during all these years to from 50,000,000 to 75,000,000 feet annually. This trade does not appear in the Canadian export returns. A compilation of the trade returns of Canada for the years 1880 to 1888, inclusive, shows the following as the aggregate amount in values of the export and import of logs. The trade in export of logs from the United States to Canada, via the St. John river, and which does not appear in the Canadian export returns, is estimated to have been an average of $575,000 yearly during the period named. The total value of export of logs of all kinds (including telegraph poles) from Canada to the United States, from 1880 to 1888, amounts to $2,351,339; while the import of logs of all kinds from United States to Canada during the same period amounts to $4,319,850, and estimating the import of logs from Maine to St John, N. B., same period, at $5,175,000, makes the total value of imports $9,494,850. This shows an export trade of logs from the United States to Canada four times greater than the export trade in logs from Canada to the United States. The export from the United States to Canada is almost entirely pine and spruce, while of the $2,351,339 exported from Canada to the United States in the nine years ending June 30, 1888, but $156,636 was pine and $439,642 spruce, the balance being chiefly oak, hemlock, and elm logs, and telegraph poles. The total export of pine logs and shingle bolts since confederation, or for the 22 years ending June 30, 1888, was but $595,448, of spruce logs and shingle bolts for the same period $628,552, or a total export of pine and spruce logs and bolts, for a period of 22 years, of $1,224,000 against a log import from the United States into Canada in nine years of $9,494,850. With this relative state of the log trade before us, the course of the Canadian Government is plain. As the United States does not impose an export duty upon logs, and as the Canadian duty upon American lumber is heavier than the American duty upon Canadian lumber, and taking into consideration that the value of American imports are four-fold greater than Canadian exports, the government manifesting a spirit of fairness ought to do away with the export duty on logs altogether. This would put an end to all irritation, remove a just cause for retaliation, and relieve a suffering industry. The lumbermen ask for the repeal of this duty, and in removing it the government may avert impending disaster to an immense Canadian industry.

CURRENT TOPICS.

A BILL to amend the banking law has been introduced in the Senate to which we call the attention of lumbermen, which to some of them is a matter of considerable importance. It provides that hemp and flax be added to the articles mentioned in section 54. Section 26 is to be changed so as to read "that if any miller, malster or packer or curer of pork or manufacturer of deals, boards or product of lumber or timber grants, a warehouse receipt or cove receipt for any cereal, grains or hogs or any saw logs or square timber which are manufactured, or flour or malt, pork, bacon or hams, boards or deals or other products of timber and lumber respectively, while held there under such warehouse or cove receipt, it shall vest in any bank, which is or becomes the lawful holder thereof, all the rights or title to such article acquired under such warehouse cove receipt to the article described in such receipt, and the bank shall continue to hold the same and all such right and title for the same purposes and upon the same conditions as that upon which it previously held such material."

* * *

The Streetsville *Review* is entitled to our thanks for the following creditable notice of THE LUMBERMAN. "The *Canada Lumberman* for March reflects great credit upon the enterprising, go-ahead publisher, Mr. Arthur G. Mortimer. This superb monthly is published at Peterborough, contains 24 pages of well written articles and advertisements of great interest to lumbermen, is beautifully printed on fine heavy paper, well bound, and is issued at the very low rate of $1.00 per annum. No person interested in our vast lumbering interests should be without a copy."

* * *

Miramichi, N.B., Advance—Representatives of North Shore lumber interests visited Fredericton during the past week and had interviews with the representatives of the four north shore counties and also with the Government. The outcome of the matter is that it is definitely ascertained that the Government will not reduce the stumpage tax. The principal reason assigned is that the demands upon the revenue are such that any action tending to reduce it would, in all probability, affect the Government adversely. It is understood, however, that the members of the Government are anxious to give the lumbermen some measure of relief, and also that a proposition to that end, emanating from the trade will soon be submitted for government consideration. The delegation consisted of Messrs. H. S. Miller, Robert Ritchie, Scott Fairley, Henry Muirhead, Geo. K. McLeod, T. DesBrisay and D. C. Smith. They have expressed themselves well satisfied with the manner in which the Government received their representations and the assurances given. The northern representatives' efforts to further the object of their visit were also much appreciated.

* * *

A GOOD sign which has recently been noted in the United States, is that the iron ship builders are crowded with orders for large ocean steamships, and that those orders will take two years to complete. Among those who are inquiring after steamships, or have them in process of construction are the Pacific Mail Steamship Company, who are about contracting for two iron steamships of about 5,000 tons each for the San Francisco and Central American trade. The Ward steamship line to Cuba have contracted with the Delaware River Ship Building Works for two iron steamships of about 3,000 tons each, while for the line between New York, Philadelphia and Savannah two iron steamships are in process of construction. In addition the Delaware River Ship Building Company have contracted for a 3,000 ton coasting steamer for the Galveston line, at an outlay of about $350,000. This is a good sign of prosperity with our American neighbors, and apparently they are taking some steps to dispute the old boast that "Britannia rules the waves" at least in so far as concerns American waters in which the influence of Great Britain has in the past been very great. If, in the United States, business continues prosperous, it cannot but be that a share of that prosperity will come this way, no matter what may be the nature of our commercial relations.—*Canadian Trade Review.*

* * *

THE shipment of wood ashes in large quantities to the United States has been going on for some time, and latterly this export has not only increased but it has assumed vast proportions. Large contracts are being made for the supply of these ashes to the United States markets, as they are in increased demand by American agriculturalists and fruit growers to be used as a fertilizer. These ashes are commanding a high price and in order to meet the demand a large amount of lumber is being cut and reduced to ashes. The lumber mostly cut at the present time for this purpose, is remotely situated from our waterways and railways, the loss of which will be seriously felt at no distant day. Owing to the high price paid for raw wood ashes by American buyers, the manufacturers of pot and pearl ash find it impossible to obtain the ashes necessary to enable them to carrry on their business; and the prices they are compelled to pay for the raw material almost precludes them from the European markets, as they are unable to compete with German and French manufacturers of ash. In consequence of being undersold in foreign markets Canadians have in a great measure abandoned the manufacture of pot and pearl ash. In order to restore this waning industry and stop the denuding of our forests of valuable timber, a petition numerously signed by Montreal merchants, has been presented to the government asking it to impose an export duty of five dollars per ton on raw wood ashes, to come into effect on some certain day to allow of contracts now made being completed.

* * *

A WRITER in the *Lumber Trades Journal* speaking of the white oak supply of the world puts this pertinent question: If it was regarded as wisdom by the United States, many years ago, to withhold from cash sale or or homestead entry certain white oak or timbered lands in the South, reserving them exclusively for naval purposes, when the Government owned millions of acres of timber lands, would it not to-day be wisdom on the part of the manufacturing world, and the investment seeking public, when the government has sold its acres of timbered lands to step in and secure a white oak reserve." What is true of America is also to a great extent true of Canada. Perhaps it has never occurred to the optimist, nor to the unthoughtful consumer, that there is a limit to the oak supply of the world, yet such is the case. The inroads made upon these timbered lands in some sections is really appalling The writer says, "great acres are falling before the axe, there is no pause to consider the quality, the tree must make way for the plow. So it goes day and week. I see it continually; I see great white oak trees girdled to prevent the shading of new corn. Little does the homesteader know that the giant old oak tree he so ruthlessly killed, if reduced to staves, would return him a greater profit than four years' crops of his new corn. Men unlettered in timber lore do not stop to regard timber values; they must be educated to it. This matter of white oak supply is one of great moment, most difficult to comprehend, for we are without the metalic code, figures of statistics; but to the average mind it must be apparent that we are destroying too rapidly the white oak supply of America. There is danger ahead. Men are lost in their speculations on the pine supply—it is the all-absorbing topic. They seem forgetful that the pine cannot—will not—supply the cabinet makers' wants, nor the wants of the barrel maker, the wagon maker, the ship-builders of the world. It will be wisdom well exercised to carefully consider these things. Bear in mind the oak tree is of slow growth; it cannot reproduce itself; while it may attain great longevity, it grows in compactness of grain, not in diameter. These may be crude statements but they are honestly made. Men may intelligently conjecture, but it adds not one cubic foot to the timber supply. The intelligent action will be to secure a good supply of white oak stumpage or acreage. Hold on to it; you may rely upon a big profit."

The Export Duty on Logs.

Editor Canada Lumberman.

DEAR SIR,—I notice in your report of the Lumberman's Association held in Toronto during February, the statement that the export value of logs from the United States into Canada between the years 1880 to 1888 is put down at $4,319,850.00. Would it be convenient for you in your next issue to give a little more in detail the several localities that have benefitted the most by this importation. Also the quantity of logs in feet and the average value per thousand at which they were estimated.

Yours respectfully,

ENGINEER.

[We refer our correspondent to our editorial columns in this issue for the information he desires.—ED.]

—The Falls City Lumber Company has been incorporated at Louisville, K.Y., capital stock $50,000.

THE NEWS.

—Thos. Appleyard, saw miller of Elora, Ont., is reported to have assigned.

—Lumbering operations in Northern Michigan have been effectually stopped by warm rains, and the cut will be light.

—Shipments of lumber from Ottawa, via C. A. R. have become dull of late, owing to the lowness of freights caused by competition.

—Messrs. Bronson & Weston sent a gang of twenty-five men from Ottawa last week to their Dumoine limits to assist in the "drive."

—McLaren & Co., Ottawa have been making improvements to their mills which will increase their cutting capacity to a great extent.

—Playfair & Co's mill at Sturgeon Bay, Ont., commenced operations last week, being the first in the district. They anticipate a lively season.

—Mr. James McLaren Jr. of Ottawa, paid a visit last month to Messrs. McLaren & Edwards' shanties on the Sucer and Du Moine.

—The lumbermen at the Chaudiere expect to start the mills much earlier this year than ast, provided the winter's cut can be got down the Ottawa.

—The lumberman at the Chaudiere expect to start the mills much earlier this year than last, provided the winter's cut can be got down the Ottawa.

—The Shanties at Coldwater, Ont., are preparing to close after a most successful season. The mills will be busily engaged around there all through the coming season.

—British trade expanded in February in exports to and imports from Canada. The former increased £21,300, equal to 5 per cent. and the latter £23,465, equal to 1.20 per cent.

—There is very little prospect of the United States Senate passing the Senate bill, and as a result the tariff on lumber is likely to remain as it is at present, for some time to come at least.

—The lumber business around Keewatin is good. Eight to ten cars are shipped daily from that point to different points West. The new boat of the Keewatin Lumber Co., is about finished.

—The Georgian Bay Lumber Company is said to have a hundred million of Stock for the opening season's cut. The Port Severn mill is ready for work, and the one at Waubaushene is being fitted up.

—The work of repairs in connection with Perley & Pattee's lumber mill on the Chaudiere is being carried on rapidly, and it is expected that the mill will be ready for operation by the 20th of this month.

—The creditors of George Morley, the Detroit lumberman, have decided to accept forty cents on the dollar for their claims. The available assets are $56,000 and the liabilities aggregate about $185,800.

—It is estimated that 395,000 ties will be taken out between Winnipeg and Lake Superior, along the C. P. R. line, this winter. In the Rocky Mountains on the C. P. R. about 200,000 ties are being taken out.

—G. F. Slater, of Vancouver, B. C., is shipping large quantities of British Columbia clear cedar shingles to dealers in Manitoba and the Territories. Cedar shingles are coming into general favor in Manitoba.

—A millionaire English syndicate has purchased large timber interests from Robinson & Co., and the Muscogee Lumber Company, Pensacola, Florida, together with mills, of which the syndicate took charge March 1st.

—Theophile Rossignol, a veteran employee at McLaren's mills, Ottawa, died on March 22nd. He was buried on the 24th by L'Union St. Joseph Society of which he was a member. His widow receives an indemnity from the society.

—Alex. Gibson, St John, N. B., has finished lumbering for the season. His cut is about 22,000,000 feet, the same as last year. Mr. Gibson has purchased from Scott Farley the milling property at Blackville. The price paid was $22,000.

—Bronson & Weston's Lumber Co., are through drawing logs at their Rockville limit; or in other words they are out of the bush. Considering the amount of logs cut in this limit and the unfavorable weather for drawing, the firm are to be congratulated.

—The various lumber companies around Parry Sound are getting ready to commence their "drives" and men and boats are being forwarded to the scene of operation. Notwithstanding the shortness of the season the cut of logs in this district this winter will be unusually large As soon as the river opens the Parry Sound Lumber Co's, water mill will be started running.

—The Miramichi Foundry, Chatham, N.B., recently shipped two large compound Edgers and one Lath machine to a milling firm at Ottawa. The Edgers will edge 75 to 85 M. superficial feet in a day of 10 hours. The Lath machine is capable of cutting 50 M. of laths in the same time.

—Manitowaning is expecting a revival of trade. The Indians on the Wekwimikong Reserve will get out about 1,000,000 of logs this year. The timber is some of the finest in the district, and this new industry will no doubt add greatly to the volume of trade in that town.

—Mr. James McLaren, the well-known lumberman, is sending a large gang of men from the Ottawa district to his recently purchased timber limits in British Columbia. The term of engagement is two years, wages ranging from $40 to $75 a month for choppers, teamsters, blacksmiths, &c., with fares paid.

—The Rathbun Company's camps on the Scott limits, north of Peterborough, broke up and left for Coe Hill on the 13th of last month. The syndicate has taken possession of these valuable timber limits and are now operating two gangs, who are vigorously engaged in getting out timber before the driving season opens.

—Lumbering has grown to be one of the leading industries of Keewatin. The saw mills and planing mills handle twenty to twenty-five million feet yearly at a value of $400,000. The barrel factory turns out 150,000 a year at a value of $45,000. These large sums of money for lumber and barrels mostly go out in wages to the townspeople,

—Mr. L. R. Lewis, agent for the Willsboro, Fibre Co., N. Y., is buying up large quantities of basswood and poplar lumber, in the Ottawa district, for shipment to that point by the C. A. Railway. This wood abounds on the line of the Canada Atlantic, and is wanted for converting into paper pulp.

—Mr. Peter Shaw has three mills in the Parry Sound District. His limit covers forty-one and three-quarter miles, he having bought out the whole of James Dollar's limits. His cut this season amounts to about four million feet, in addition to a million and a half held over from last season. Mr. Shaw has about three million shingles ready for shipment.

—The Parry Island Band of Indians is in very good circumstances. In the year 1871 the timber on their reserve was sold for $27,000, and since that time there has been over forty million feet of saw logs taken off, dues on which are $1 per thousand feet. This money is held for them by the government, and the interest on the money is distributed annually amongst the band.

—The opinion among lumbermen in the Ottawa district seems to be that the outlook for the coming season's operations is a good one. The winter's operations on the Chaudiere have been about the same as usual, and it is expected the cut of logs from other limits will be about the same as last year. The shortage in the cut of logs at the commencement of the winter was made up after the snow came, and the returns from the shanties upon the whole are satisfactory so far. The prospects for the coming season's cut of lumber are considered good, and will likely compare with previous seasons.

—Mr. D. A. Martin, of the firm of Bronson & Weston, Ottawa, reports: "The best winter we have had in twelve years for getting out lumber. Everything was just nicely built for getting the logs cut and out to the streams. There was just enough snow for sleighing, and not enough to bother either horses or men. I think there will be about the same quantity of logs got out this year as last. As for water, I don't think there will be any difficulty. The different streams are so much improved that we can hold the water back as long as we like, so that there will be no lack of liquids. I think the logs will come out flying."

—The Surveyor General of New Brunswick in his annual report gives the receipts of the Crown Lands Department for the fiscal year ending December 1st 1888 as follows: From land sales, $3,317.64; labor fund, $139.20; instalments, $390.95; sales of timber licenses, $7,178.50; renewals of timber licenses, $16,294.00; net stumpage, $98,217.21; miscellaneous, $9,066.67, making a total of $134,604.17 against $120,700.35 in 1887, showing an increase of $13,903.82. The increase, he says, from all sources above that of the preceding year is very satisfactory when it is borne in mind that the winter was not very favorable for lumber operations and the market showed little signs of improvement. There is considerable discontent with regard to the rate of stumpage, but it is to be hoped that the improvement in prices will do much to allay the dissatisfaction arising from this source. On the whole we may fairly hope that the long period of depression, which has borne so heavily upon one of our principal industries, is now over, and that we may now look forward confidently to a period of business prosperity.

—In the House at Victoria, B. C., Mr. Higgins, member for Esquimault, recently brought forward an important resolution relating to railway extension on Vancouver Island. He showed that a line 175 miles long added to the 75 miles of railway already built would connect the straits of Fuca with the northern end of the island, that with nine and a half miles of ferry across the straits and a railway 210 miles in length from the straits to Portland, the commercial capital of Oregon, would be brought within three and a half days of Alaska, only two days of which would be water travel. He added that there were 600,000 acres of arable, timber and coal lands lying along the proposed route which would be available as a land subsidy and urged the government to assist the project with a money grant. Several members spoke in support of the resolution which was carried unanimously. The proposed line if built will bring San Francisco within 5½ days and Victoria within 2½ days of Sitka.

AMERICAN NOTES.

At Oswego, N.Y., the lumber trade is improving.

—There will be banked on Flat River, Mich., in time for the spring drive about 50,000,000 feet of logs.

—The Strong & Slaight Land and Company has filed articles of association at Detroit, Mich., capital stock $100,000.

—Mr. George Morley, Detroit, Mich., wholesale lumber dealer, has made an assignment. Liabilities $100,000; assets about $70,000.

—The crop of big logs has been very large this winter in the U. S. Northwest, owing to favorable conditions. Necessity, good roads and ambition have combined to that end.

—Mr. Thomas Brennan, a popular St. Paul lumberman, died at Hot Springs, Ark., last month. His demise was sudden, caused by an abcess which had formed at the base of the brain.

—Two million feet of lumber piled on the docks at Bay City, Michigan, awaiting the opening of navigation for shipment, was burned on the 19th of last month. Total loss about $18,000, pretty well insured.

—A carload of peeled, curly and bird's eye maple logs was lately shipped from Alpena, Mich., for export to Europe. They were cut from selected trees and brought $20 a thousand at Alpena.

—Some papers in the middle States complain that while they were talking of forest conservation, enterprising Europeans stepped in and bought all the black walnut trees, thus ensuring immediate extinction of the most valuable kind.

—The lumbermen of Kennebec, Maine, have done better than they expected this winter. The crop will aggregate from 100,000,000 to 115,000,000 feet, without extra men or teams. The Penobscot cut will be over 40,000,000 or about 5,000,000 feet more than last year. The Androscoggin operators have gotten out the usual amount.

—Under the heading "Has the Danger Line been Reachd," the *Mississippi Valley Lumberman* says: The total product of white pine lumber in Wisconsin, Minnesota and Michigan, has not varied very much since 1884, from 7,500,000,000 feet annually. Up to 1878 it only amounted to about 3,500,000,000 per year, but after 1878 production grew rapidly until it reached the maximum in 1884 the total product according to the *Northwestern Lumberman* was 7,935,033,084 feet. Last year it amounted to 7,757,915,784 feet. If the measure of increase shown is carried out throughout the entire white pine producing region, the total will this year considerably exceed 8,000,000,000 feet. The complete returns from Minnesota, western Wisconsin and the Mississippi valley shows a net increase of 486,965,762 feet, and the fragmentary returns, covering about two-thirds of the product of Michigan, show a net increase of 214,448,438 feet, or a total of 701,414,101.

—The East Saginaw, Mich., *Courier*, gives a consolidated statement of the lumber and shingle product of the Michigan mills for the year 1888. The total output of all the mills of the state is given as 4,292,189,014 feet of lumber and 2,846,201,000 shingles. The Saginaw river mills are first with 880,669,440 feet, and Muskegon second with 626,588,166 feet. The stocks on hand January 1, 1889, aggregated 1,436,226,060 feet of lumber and 335,952,256 shingles. The value of this product will approximate $70,000,000 and upwards of 60,000 people were employed in the manufacture and handling of this product, receiving about $16,000,000 in wages. The production of lumber for 1888 shows an increase, as compared with 1887, of 129,871,236 feet. The stocks on hand at the close of the season were only 35,005,132 feet in excess of the previous year. The shingle product for 1888 shows an increase as compared with 1887 of 168,345,250, and the stocks on hand at the close of the season an increase over the corresponding year of 140,734,256.

THE NEWS.

[illegible]'s saw mill at Wallacetown, Ont., was burned last month.

—Lumbering operations are said to be rushing in the neighborhood of Deux Rivieres.

—Mr. Marsh a well known lumberman, is going to build a large saw mill at Maple, Ont.

—Vigor Bros., Vancouver, are about to put in a new 125-horse power engine in their mill.

—Messrs. J. & R. Struthers, of Thessalon, Ont. have added a saw mill to their planing factory.

—Mr. Ralph Casselman has sold his lumber mills at Casselman, Ont., to Messrs. Flatt & Bradley.

—No export shipments of lumber were made from British Columbia coast mills during February.

—Mr. John Duffy is running a portable saw mill at Alumette Island and is doing a good business.

—Wm. Coon's saw mill at Belmont, Ont., was destroyed by fire the early part of March. Loss about $700.

John McGee, of Adamston, Ont., got jammed in between frozen logs at Kennedy's camp on the Oscelona.

Geo. P. Wells, of Palliser, B.C., states that they have enough logs out this winter to cut 2,225,000 feet of lumber.

—The Moodyville Mill, opposite Vaucouver, B. C. has been thoroughly overhauled and its cutting capacity greatly increased.

—The prospect for a good season's drive on the Ottawa river and tributaries for Chaudiere lumber firms, is said to be excellent.

—Elroy Buckner, a Canadian, was killed in the lumber woods of Oliver township, Michigan, recently, by a log rolling over him.

—Messrs T. White and T. Currigan of Muskoka Falls, Ont., are each contemplating the erection of a saw mill near that place.

—Mr. Burton, of Burton Bros., Barrie, has purchased from the Indian Council this season's cut of pine logs at Owen Channel, Ont.

—Messrs. Kelly Bros., of Terrebonne, lumber traders, are financially embarrassed. The liabilities are reported to be about $50,000.

—The English and Canadian Governments have arranged to subsidize new lines of steamers between Liverpool and Japan via Vancouver.

—The Union of St. John and Portland, N.B., has been carried by a large majority. The United City has a population of about 50,000.

—Letters of incorporation are asked from the Dominion Government by the Casselman Lumber Co., to have their headquarters in Hamilton.

—McKinnon & Walsh, Little Current, Ont., are through hauling their logs. The season in that section has been all that lumbermen could wish.

—Hughes & Kennedy, lumbermen, Rat Portage and Brandon, have dissolved partnership. J. H. Hughes winds up the business of the late firm.

—It is reported that the Eddy Manufacturing Co., of Hull, Que., will, after this year, close their saw mills, and go into the pulp and paper manufacturing.

—Washago, Ont., has been a pretty lively market all winter for timber and bolts. Messrs. Hartley & Brady have commenced rnning their new shingle mill.

—Mr. William Ruttan, Picton, is engaged with another patent saw filer. His invention is a right hand filer for which he claims a variety of advantages.

—Dunlop Bros., Moonstone, Ont., are cutting basswood, and piling it on the tramway, for a firm in the United States. They have on hand a large stock of logs.

—Midland, Ont., has passed a by-law appropriating $5000 for the completion of harbor improvements in conjunction with the Dominion Government and Grand Trunk.

—The Canada Atlantic Railway Company contemplate constructing a line from Rockland to Casselman during the summer, to catch the lumber trade from that point.

—Lapranin's saw mill building, Dufferin Square, Montreal, collapsed March 4th, burying all the workmen in the debris, three of whom were taken out in a critical condition.

—The Royal City Mills, Westminster, B.C., are cutting a sample order of 25,000 feet of Whitewood for the C. P. R., carshops at Vancouver. It will be used for car finishing purposes, as an experiment, and if satisfactory a large quantity of it will be manufactured.

—The *Monetary Times* is authority for saying that the Lawrencetown Milling Co. is preparing for the largest drive of logs ever floated down the Annapolis River N.S., this spring.

—At B. Lack's camp, near Waubaushene, Ont., two weeks ago, a young man named J. Morrow, while working in the woods, was struck by a falling tree. He was taken to Port Severn and died there.

—The lumbermen around Huntsville, Ont., have had a very successful season in the bush. Large quantities of ties have been taken out for the Rathbun Co., and placed on the railway at different points.

—Boyd's camp of the Georgian Bay Company, near Severn Bridge, Ont., was destroyed by fire last month. Nothing was saved, some of the men lost heavily, many of them lost their winter's earnings.

—Samuel Ayar, a man who was employed by Debbie Warren & Co., North Bay, Ont., was killed a few days ago while unloading logs at Veuve river. A log rolled back upon him and crushed him to death.

—A large fleet of steamers have been chartered for the Quebec lumber trade this season and merchants are arranging to load the vessels themselves under the supervision of foremen, disposing with stevedores.

—The amount of export duty collected on saw logs and other lumber in 1888 was as follows: Ontario, $15,490; Quebec, $21,337; Nova Scotia, $1,772; New Brunswick, $465; British Columbia, $3; total, $39,067.

—It is stated on the authority of one of the members of the firm of H. & A. Allen, that should the government accept their proposition for a quick Atlantic service, it will entail an outlay of £1,000,000 sterling for steamers.

—Capt. J. W. Hill, a prominent lumberman of Ship Harbor, died recently. He had been ill some weeks, and was en route from Maine to Ship Harbor when he became suddenly worse at Musquodaboit and died.

—The syndicate, which recently purchased the saw mill at Chemainus, B.C., and timber limits, took possession of the property on March 1st. It is understood to be the intention of the new proprietors to largely increase the capacity of the mill.

—Featherstone's lumber camp, about eight miles west of Sundridge, Ont., was burned with all the contents, March 14th. One man had $60 in cash, and another $500 or $600 in notes destroyed. Mr. Featherstone has been jobbing for Burton Bros., of Barrie.

—Two new companies, composed of London and Montreal capitalists, with a combined capital of over one million dollars will undertake the development this spring of the rich phosphate properties, situated eight miles north of Gatineau Point, Ont. Messrs. Perkins & Lionais, of Montreal, will be the respective managers. Mr. Lionais will at once build a saw mill and dwellings for miners.

—For some time McFhee's switch has presented, says the Orillia, Ont., *Packet*, a curious and busy aspect. Thousands of cedars, from 50 to 60 feet long, are being dressed, hauled to the cars and loaded, 25 to 30 to a car. It is wonderful to see the ease with which they are loaded. They are destined for Maryland and other far off regions, and worth from $3 to $5 each here.

—The *Columbian*, of Westminster, B. C., says: From Mr. Higgins, manager of the Ross McLaren Lumber Co., we learn that it has been definitely decided to build the long talked of saw mill in this city, on the site purchased by the comany from Senator McInnes. This puts all surmise at an end. Work will be commenced at an early date. Logging camps will be established within a few weeks, so that a large supply of timber will be ready the moment the mills are prepared to cut.

—Messrs. Hart Massey, Toronto; Henry P. Coburn Hamilton; C. D. Massey, Walter E. Massey and Frederic Massey, Toronto, are seeking incorporation as the Sawyer & Massey Company, for the manufacture of machinery, engines, cars, agricultural implements &c. The chief places of business of the company within Canada will be Toronto and Hamilton. The proposed amount of its capital stock is $100,000.

—The Vancouver Lumber Company's new mill, Vancouver, B. C., owned by Anderson & Grady is rapidly nearing completion. The machinery will be of the most improved pattern, and the engine will be 195 horse-power. The machinery is of the Wm. Hamilton's manufacture and will include a Cunningham steam feed, E. B. Allis' set works, 6 saws, heavy edge, adjustable feed, Allis' live rolls and a full set of lath machinery. The capacity of the mill will be from fifty to sixty thousand feet per day of lumber and 20,000 shingles. The number of men employed will be thirty-five to forty.

—The firm of McCraney, McCool and Wilson, lumber dealers, Toronto, has been changed to McCraney & Wilson; Mr. McCool having severed his connection with the firm and taken a position with A. M. Dodge & Co., of Michigan.

—The Dickson Company, of Peterborough, are sending large numbers of men into the limits which were in question in the case of Scott v. Benedict. They intend to get out a large number of logs before the season is over.

—Mr. James B. Dickson, of Pembroke, whose steam saw mill was burned last September, has succeeded in effecting a satisfactory settlement with the different insurance companies with whom he had insured his mill. The amount obtained by him was $8,000 besides salvage.

—A largely signed petition from Cumberland County, Nova Scotia, has been presented to the House praying that the Fisheries Act be so amended as to allow mills to empty their sawdust into neighboring streams. The petitioners contend that the sawdust does not diminish the number of fish, and the expense of burning or otherwise disposing of it would eat up all the profits of the milling industry.

—The Columbia River Lumber Company, Limited, recently incorporated, with a capital of $30,000 has purchased the mill business of Fred Robinson, of the Beaver sawmill, B. C. The company are erecting a new gang and circular mill, and expect to have it running by May 1st. The mill will have a capacity of 80,000 feet a day, besides shingles and lath. Already 21,500 logs are in the yard, and the company will employ from 100 to 150 men.

—A new industry has sprung up in this country which promises to be a success. The whole of the sawdust from one of Mr. Bronson's mills, on Victoria Island, is now being used for the manufacture of paper. The paper made wholly of sawdust forms admirable sheeting and is fit for building after leaving the mill, being tarred and dried. In providing a better quality of paper one quarter of waste paper is used the remainder being sawdust. The machinery is run by water power, and it is estimated that about 12,000 tons of sawdust will be converted into paper annually.

—The bill respecting the inspection of timber and lumber which will be introduced into the legislature, by Hon. John Costigan is designed to abolish the present expensive system. The Dominion will be divided into districts, each having a chief inspector, with as many inspectors (now known as cullers or measurers) as each district may require. The first named will be paid by salary, the latter by fees. A board of examiners will be appointed for each district. Under the bill all officers, including cullers now in the service, will be eligible for re-appointments, but provision will be made for such officers as may have to be retired. It is expected under the new system that the receipts will, at least, equal the expenditure. In committee of the whole Mr. Costigan will move the following resolution providing for the payment of a fee of $10 a day to each examiner or inspector and an annual salary, not exceeding $2000, to each chief inspector, each manufacturer of timber or lumber to pay to the Crown an annual registration fee variable in amount according to the output of their mills.

—The *Colonist*, of Victoria, B. C., says:—Probably the largest private transfer of property which has ever been made in the province was affected yesterday afternoon. For some time past Hon. Mr. Dunsmuir has been endeavoring to induce capitalists to invest in Island timber lands in order that the lumber industry might be fostered. He has been successful, and yesterday completed the sale of the Chemainus saw mill and timber limits, owned by Croft & Angus, and has agreed as soon as surveys are completed to sell one hundred thousand acres of timber lands within the railway belt. The whole transaction will exceed $600,000 in value. The gentlemen who have purchased the property are Messrs. Humbird, Glover and Phipps, of Wisconsin, and Mr. Macauley, who has recently taken up his residence in Victoria, and will this year erect a $25,000 residence. All these gentlemen are men of wealth, and have had extensive experience in the manufacture of lumber. It is their intention to immediately begin the remodeling of the Chemainus saw mill, and its cut will be increased to a capacity of 150,000 feet daily. Possession will be taken on the 1st of March. Two other mills will be erected at convenient points on the east coast of the Island as soon as arrangements can be made for that purpose. The terms of payment for the various properties have been arranged on a liberal basis and every possible inducement held out to the purchasers to enter into the work in a large way. The sale means the introduction of a large amount of capital in the development of the lumber industry, and will necessitate the employment of a large army of men. This will naturally increase the trade of the Island, the railway, and of Victoria, and will hasten the cultivation of vacant farming lands. It is also an indication of the prosperous era that is before us.

TRADE REVIEW.

Toronto, Ont.

TORONTO, March 27th, 1889.

CAR OR CARGO LOTS.

1¼ and thicker clear picks, American inspection	$34 00	@ 35 00	Dressing stocks	16 00	@ 20 00
1¼ and thicker, three uppers, American inspection		40 00	Picks, Am. inspection		30 00
1¼ and thicker, pickings, American inspection		30 00	Three uppers, Am. inspect.		40 00
1X10 & 12 dressing and better	20 00	22 00		B. M.	
1X10 & 12 mill run	15 00	16 00	Scantling & joist, up to 16 ft	13 00	
1X10 & 12 dressing	16 00	18 00	" " 18 ft	14 00	
1X10 & 12 common	12 00	13 00	" " 20 ft	15 00	
1X10 & 12 spruce culls	10 00	11 00	" " 22 ft	16 00	
1X10 & 12 mill culls		9 00	" " 24 ft	17 00	
1 inch clear and picks	24 00	26 00	" " 26 ft	18 00	
1 inch dressing and better	18 00	20 00	" " 28 ft	19 00	
1 inch siding mill run	13 00	15 00	" " 30 ft	20 00	
1 inch siding common	12 00	13 00	" " 32 ft	21 00	
1 inch siding ship culls	10 00	11 00	" " 34 ft		
1 inch siding mill culls	8 00	9 00			
Cull scantling	8 00	9 00			
1¼ and thicker cutting up plank	22 00	25 00			
1 inch strips 4in to 8in mill run	14 00	15 00			
1 inch strips, common	11 00	12 00			
1¼ inch flooring		14 00			
1½ inch flooring	14 00	15 00			
XXX shingles, sawn	2 40	2 50			
XX shingles, sawn	1 40	1 50			
Lath, Sawn		1 80			

YARD QUOTATIONS.

Mill cull boards & scantlings	$12 00		Dressing stocks	16 00	@ 20 00
Shipping cull boards, promiscuous widths	12 00		Picks Am. inspection	30 00	
stocks	13 00		Three uppers, Am. inspect.	40 00	
			B. M.		
Scantling & joist, up to 16 ft	13 00		1½-in. flooring, dres'd	25 00	30 00
" " 18 ft	14 00		1½ " " rough	14 00	15 00
" " 20 ft	15 00		1¼ " " dres'd	23 00	25 00
" " 22 ft	16 00		" " undres'd		14 00
" " 24 ft	17 00		" " dres'd	16 00	20 00
" " 26 ft	18 00		" " undres'd	12 00	14 00
" " 28 ft	19 00		Beaded sheeting, dressed	18 00	20 00
" " 30 ft	20 00				
" " 32 ft	21 00		Clapboarding, dres'd		12 50
" " 34 ft			XXX sawn shingles		
	22 50	@ 22 50	per M	2 75	2 90
" " 36 ft	24 00		Sawn Lath		2 25
" " 38 ft	27 00		Red oak	20 00	25 00
" 40 to 44 ft	30 00		hite "	25 00	30 00
Cutting up planks 1¼ and			Basswood, No. 1 & 2	18 00	20 00
thicker dry	25 00	26 00	Cherry, No. 1 & 2	50 00	60 00
" board	18 00	20 00	White ash, 1 & 2	25 00	30 00
			Black ash, 1 & 2	20 00	25 00

Ottawa, Ont.

OTTAWA, March 29th, 1889.

Dimensions, Inches.			*Per M.*
Mill culls	10	x 1	
"	12	1	
"	12	1½	
"	12	2	
" selected 16 ft. long, above dimensions			8.50 to 9.00
Cull strips, 1 in. thick, 5 to 7 wide			7.00 to 8.00
Mill cut outs	12	x 1	
"	11	1½	4.00 to 5.00
"	12	2	
Scantling	2	4	
"	3	4	12.00
" culls	2	4	
"	3	4	7.00
Laths			1.25
Stock shorts, 12 x 1			10.00
1 inch siding outs, 1¼, 1½, 2			15.00
" outs from shorts, 1¼, 1½, 2			6.50 to 7.00
Outs from stocks	12	x 1	
" "	12	1¼	10.00 to 12.00
" "	12	1½	
Shingles, X			1.25
" XX			2.00
" XXX			3.00
" cedar, No. 1			2.00 to 2.
" cedar, culls			1.25
Difference in planed lumber, in waste and planing			5.00
Ditto, on average good stock			20.00 to 25.00

Hamilton, Ont.

HAMILTON, March 29th, 1889.

Mill cull boards and scantlings	$ 9 00	@ 10 00	Dressing stocks	$16 00	18 00
Shipping cull boards			1¼ flooring, rough	16 00	18 00
promiscuous widths	10 00	12 00	1½ flooring, rough	16 00	18 00
Shipping cull stocks		14 00	1¼ flooring, dressed		25 00
Scantling and joist up			1½ flooring, dressed		32 00
to 16 feet		13 00	1 flooring, dressed	21 50	23 00
do up to 18 feet		13 50	Beaded sheeting 1	25 00	30 00
do up to 20 feet		14 00	Picks, Am inspection	32 00	34 00
do up to 22 feet		15 00	Three uppers Am. In.		40 00
do up to 24 feet		16 00	XXX sawn shingles.	2 60	2 70
do up to 26 feet		17 00	Sawn Lath		2 25
do up to 28 feet		18 00	Red Oak	20 00	25 00
do up to 30 feet		20 00	White Oak	25 00	30 00
do up to 32 feet		21 00	Basswood No. 1 & 2.	16 00	20 00
Cutting up plank 1¼			Cherry No. 1 & 2	60 00	70 00
and thicker dry	26 00	28 00	White Ash No. 1 & 2	28 00	30 00
Cutting up boards		20 00	Black Ash No. 1 & 2	20 00	25 00

St. John, N. B.

ST. JOHN, March 29th, 1889.

Deals, Board, Scantling, etc.

Spruce deals	$12 00		spruce boards		12 00
Pine	15 00		Pine "	12 00	@ 40 00
Deal ends	6 00		Oak "		40 00
Scantling	15 00		Ash "	15 00	@ 25 00
			Hemlock "		7 50

Shingles.

Spruce extra	$2 00		No. 1		1 25
"			Pine		1 25
No. 1 extra	2 25				

Clapboards.

Pine extra	30 00		spruce, extra		24 00
"	40 00		clears		23 00
2nd quality	30 00		No. 1		15 00
			No. 2		10 00

Flooring, Dressed.

No. 1	12 00		4 in., No. 1		12 00
No. 2	10 00		No. 2		10 00

Miscellaneous.

Spars	3 00	@ 4 50	Laths		1 80
Hoop poles 17 in. per pr.		04½	Pickets	6 50	@ 15 00
16 "		04½	Railway ties		15
22 "		04½			

Montreal, Que.

MONTREAL, March 27th, 1889.

Pine, 1st qual'y P M	$35 00	40 00	Basswood, run of log		
Pine, 2nd " "	21 00	23 00	culls out per M	$8 00	18 00
Pine, shipping culls P M	13 00	15 00	Oak, per M	40 00	50 00
Pine, 4th quality deals P M	10 00	12 00	Walnut, per M	55 00	57 00
Pine, mill culls, P M	8 00	10 00	Chestnut, per M	30 00	40 00
Spruce, per M	10 00	11 00	Butternut, per M.	30 00	40 00
Hemlock, per M	9 00	10 00	Birch, per M	16 00	25 00
Ash, run of log culls out per M	16 00	25 00	Hard Maple, per M	22 00	30 00
			Lath, per M	1 80	1 90
			Shingles, 1st, per M	2 00	2 50
			Shingles, 2nd, per M	1 25	2 00

Saginaw, Mich.

SAGINAW, March 28th 1889.

CARGO LOTS.

Uppers	30 00	@ 38 00	Norway	$ 8 50	@ 9 25
Common	16 00	19 00	Box	10 00	11 00
Shipping Culls	8 50	16 00	Straight measure	12 50	18 00
Mill Culls		6 00	Hemlock	7 50	8 00

YARD QUOTATIONS CAR LOTS DRY.

Drop Siding.

Clear, ⅜ in	42 00		C, ⅞ in	30 00	
A	38 00		D	19 00	
B	30 00				

Flooring and Siding -Dressed.

Flooring, clear, d & m	40 00		Siding, clear, ½ in.	22 00	
No. 1	33 00		A	23 00	
No. 2	30 00		B	17 00	
No. 3	20 00		C	14 00	
No. 4	13 00		D	12 00	

Finishing Lumber -Rough.

Three uppers, 1 in.	42 00	@ 44 00	Fine common, 1 in.	32 00	@ 32 00
1¼ & 1½	44 00	46 00	1¼ & 2 in.	33 00	
Selects, 1 in.	36 00	37 00	C, 7, 8 & 9 in.	25 00	
1¼ & 2 in.	38 00		Base, 2 to 9 in. No. 1	40 00	
			No. 2	30 00	
			No. 3	20 00	
			Coffin boards 16 in. and over	18 00	

Joist, Scantling and Timber.

12 to 18 feet	10 00		22 feet	12 00	
20 feet	11 00		24 feet	13 00	

Plank and timber, 12 inches wide, $1 extra.

Wide Select and Common—Rough.

C (No. 1 com.) 13in. and up	28 00		D (common) 14 in. and up	16 00	

Lath, Shingles and Pickets.

Lath, No. 1	1 50		Country brands XXX	3 25	@ 3 35
No. 1	1 00		Clear butts	2 25	2 35
Shingles, river brands			P'kts, 2 to 2½ in rough	12 00	13 00
XXX	3 40	@ 3 50	Dressed	20 00	
Clear butts	2 40	2 50	1¼ in. square, dressed	14 00	19 00

Philadelphia, Pa.

PHILADELPHIA, March 29th, 1889.

White Pine.

Mich. uppers, 1 to 2 in., dry	$48 00	@ 50 00	1¼ to 2 in. plank, barn quality	22 50	@ 25 00
2½, 3 & 4 in	55 00	60 00	Common plank	20 00	22 00
Selcts, 1¼ to 2 in.	42 50	45 00	⅞ box boards, wide	14 00	16 50
2½ 3 & 4 in	41 50	43 00	⅝ siding, selected	27 50	30 00
12 in floor'g & shelv'g	30 00	32 50	Culls, 12 in.	15 50	17 00
12 in. barn	19 00	23 00	Wide	15 00	16 00
Edge barn, all widths	18 00	20 00	Narrow		13 50
			No. 1 moulding	36 00	38 50

Cargo Lots.

Yellow pine edge bds	14 00	@ 16 00	Scantling and plank	20 00	22 00
Heart face boards	19 00	21 00			

Hemlock Boards and Scantling.

Edge boards	10 50	@ 11 50	Scantling, 2x3 & 2x4,		
12 in. stock	11 50	12 00	16 & 18 ft	12 00	@ 13 00
Fencing, 6 in., 16 ft	11 50	12 00	3x4, to 12, 12 to 20 ft.	11 00	11 50

Shingles and Posts.

Cypress shingles, 24 in. heart, d & b	13 00	@ 18 00	Cedar shingles, 30 in. hand dressed	35 00	40 00
24 in. sap, d & b.	10 00	12 00	Chestnut posts, 9 ft.		32 00
			7 ft.		28 00

HARDWOOD.

Walnut.

Nos. 1 & 2, 1 in., good dry, Indiana	$87 50	@ 95 00	Reject or common, 1 in., 1¼ and up	60 00	@ 65 00
1¼ & up	92 50	100 00	Culls, 1 in	35 00	37 50
Nos. 1 & 2, ⅝ in	72 50	77 50	1¼ in. & up	35 00	40 00

Poplar.

Nos. 1 & 2, ¾ in. good wide, Indiana	25 00	@ 27 50	Nos. 1 & 2, 1¼ in. & up, good wide, Ind.	32 50	36 00
1 in	28 00	32 50	Columns, 5x5 & up clear	35 00	35 50

Oak.

Nos. 1 & 2, 1 in., good western, straight	32 50	@ 35 00	Nos. 1 & 2, 1¼ in. & up, good western, straight	35 00	37 50
quartered	49 00	50 00	quartered	52 50	55 00

Ash.

Nos. 1 & 2, 1 in., good western	35 00	@ 40 00	Nos. 1 & 2, 1¼ in. & up, good western	32 50	42 50

Yellow Pine—Yard and Wholesale.

Sc'tlg, 2x4 to 12x14	22 00	@ 23 00	Flooring, 1 in. Va.	17 00	19 00
Plank, 1¼ to 2 in.	23 00	27 50	1 & 1¼ in. Ga. &		
Fl'g, 1 & 1¼ in. No. 1	27 50	30 00	Fla. cargo run	22 00	24 00

Cherry.

Nos. 1 & 2, 1 in., good	62 50	70 00	Nos. 1 & 2, 1½ in. & up, good	65 00	75 00

Detroit, Mich.

DETROIT, March 29th, 1889.

Uppers, Selects, Stocks, etc.

Uppers, 4-4	$43 00		Shop, 5-4, 6-4 & 8-4	$28 50	
5x4, 6x4 & 8x4	43 00		Fine common, 4x4	31 00	
3 & 4 in	50 00		5x4, 6x4 & 8x4	33 00	
Selects, 4x4	38 00		Stocks, 1X12 & 1X10, No. 1	19 00	
5x4, 6x4 & 8x4	38 00		1X12, & 1X10, No. 2	16 00	
Shop, 4x4	24 00		1X12, & 1X10, No. 3	13 00	

Flooring, Siding, Ceiling, etc.

Flooring, select common	22 00		Roofing, D & M	16 00	
No. 1 common	18 00		Siding, clear	21 50	
No. 1 fencing	16 50		A	20 50	
Ceiling, select common	25 00		B	18 50	
No. 1 common	22 00		C	13 50	
No. 1 fencing	20 00				

Bill Stuff and Culls.

Bill stuff, ordinary sizes:			26 to 28 ft	14 00	
12 to 16 ft	12 00		30 to 34 ft	16 00	
18 to 20 ft	12 50		Ship culls	12 00	
22 to 24 ft	13 00		Mill culls	10 00	

Shingles and Lath.

Shingles, clear, 18 in. Ex	3 25		6 in. stocks clear, Ex	4 00	
10 in. clear, 18 in.	3 50		5 in. stocks clear, Ex	4 80	
6 in. clear, 18 in.	2 00		Lath	2 10	

Add for surfacing one or two sides, $1.

New York City.

[illegible]

Flooring and Siding.

[illegible]

Finishing Lumber.

[illegible]

Joist, Scantling and Timber.

[illegible]

Wide Select and Common.

[illegible]

Lath, Shingles and Pickets.

[illegible]

Boston, Mass.

BOSTON, March 28th, 1889.

Western Pine -by car load.

Uppers, 1 in.	$48 00	@ 50 00	Fine com., 3 & 4 in	40 00	@ 50 00
1¼, 1½ & 2 in	50 00	52 00	No. 2, 1 in. Fine com.	29 00	30 00
3 & 4 in	55 00	56 00	1¼, 1½ & 2 in.	31 00	33 00
Selects, 1 in.	42 00	45 00	No. 1 strips, 4 to 6 in.	41 00	43 00
1¼, 1½ & 2in	44 00	46 00	No. 2	37 00	38 00
3 & 4 in	48 00	52 00	No. 3	25 00	27 00
Moulding boards, 7 to 11 inch clear	37 00	41 00	Cut ups, 1 to 2 in	28 00	30 00
60 per cent clear	35 00	37 00	Coffin boards	22 00	20 00
Fine common 1 inch	37 00	42 00	Common all widths	20 00	25 00
1¼, 1½ & 2 inch	40 00	42 00	Shipping culls	17 00	19 00

Eastern Pine—Cargo or Car Load.

Nos. 1, 2 & 3	40 00	@ 43 00	Clapboards, 4 ft., sap		
4	28 00	30 00	clear	40 00	42 00
5	23 00	26 00	Sap, 2nd clear	30 00	32 00
Ship'g bds & coarse		16 00	Heart extra		55 00
Refuse		12 00	Heart clear		55 00
West'rn pine clapbds 4 ft. sap extra	43 00	45 00			

Spruce—by Cargo.

Scantling and plank, random cargoes	12 00	@ 13 00	Coarse, rough	9 00	12 00
			Hemlock bds., rough	10 00	11 00
			" dressed		12 00
Yard orders, ordinary sizes	13 50	14 50	Clapbds., extra, 4 ft.	28 00	36 00
Yard orders, extra sizes	15 00	16 00	Clear, 4 ft.	20 00	28 00
			Second clear	20 00	22 00
Clear floor boards		19 00	No. 1	12 00	15 00
No. 2		16 00			

Lath.

Spruce	1 40	@ 1 50			

Shingles.

Spruce	1 40	@ 1 50	Cedar, sawed, extra	3 30	@ 3 50
Pine, 18 in. extra	4 50	4 75	Clear	3 00	3 15
Pine, No. 1	3 50	3 70	Extra, No. 1	2 85	3 00
			Cypress, No. 1, 18 in.	5 00	5 25

Buffalo and Tonawanda, N. Y.

BUFFALO, March 27th, 1889.

Norway Pine -Rough.

No. 1, 1 & 1¼ in.	20 00	@ 22 00	Stocks No. 1, 1 & 1¼ in		22 00
No. 2, 1 & 1¼ in.	15 00	18 50	No. 2, 1 & 1¼ in.		17 00
No. 3, 1 & 1¼ in.	11 50	12 00	No. 3, 1 & 1¼ in.		12 00
			Scantling 2x4 to 2x12 12 to 16 ft		13 00
			Timber, 4x6 to 12x12 16 to		25 00

White Pine—Rough.

Uppers, 1 in.	$44 00	@ 45 00	Shelving, No. 1, 13 in.		
1¼, 1½ and 2 in.	44 00	46 00	and up		26 00
2½, 3 and 4 in.	54 00	56 00	No. 2, 13 in. & up	22 00	24 00
Selects, 1 in.	36 00	38 00	Fine common, 1 in.		32 00
1¼, 1½ and 2 in.	37 00	40 00	1¼, 1½ and 2 in.	32 00	33 00
2½, 3 and 4 in.	44 00	46 00	Common, 1 in.		14 00
Cuts, No. 1, 1 in.	27 00	29 00	1¼ and 1½ in.	17 00	20 00
1¼, 1½ and 2 in.	32 00	33 00	2 in.	20 00	22 00
2½, 3 and 4 in.	37 00	40 00	Coffin boards	16 00	18 00
No. 2, 1 in.	17 00	19 00	Box, 1 in.		13 50
1¼, 1½ and 2 in.	21 00	22 00	1¼ in. & thicker		13 50
Moulding, 1 in.	30 00	31 00	A stocks, 1X10		27 00
1¼, 1½ and 2 in.	30 00	31 00	1X12		28 00
Siding strips, 1 in.		38 00	B stocks, 1X6 to 10		17 50
			C stocks, 1X6 to 10		13 50

Dressed Lumber.

	No. 1.	No. 2.	No. 3.
Base and Casing under 6 inches	$33 00	$25 00	$15 00
Base and Casing, 6 inches	34 00	25 00	17 00
Base and Casing, 6, 7 and 8 inches	38 00	27 00	22 00
Flooring, 1 and 1¼ inches, 2½ to 5 in. wide	32 00	20 00	14 00
Ceiling, ⅞ in., 2½ to 5 inches wide	33 00	23 00	16 00
Ceiling, ⅝ in., 2½ to 5 inches wide	28 00	22 00	14 00
Ceiling, ½ in., 2½ to 5 inches wide	24 00	18 00	13 00
Philadelphia Fencing	30 00	25 00	17 00
Bevel Siding, 6 inches	23 00	18 00	13 00
Bevel Siding, 5 inches	23 50	19 00	14 00
Bevel Siding, 6 inches	23 00	19 00	14 00
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Shingles, 18 in. XXX	3 85		Lath, pine No. 1	2 10	2 10
XX	2 80		No. 2		1 60
X	1 25		Norway		1 80
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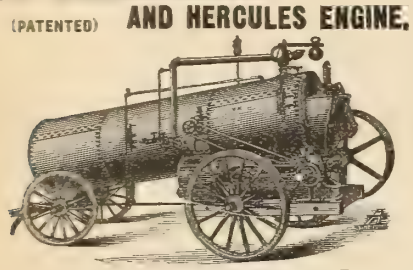

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ONE 60-inch Turbine, Goldie & McCulloch, Bldrs.
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" 48-inch Leffel
" 60-inch Sclater
" 48-inch Tyler in, Scroll Case
" 48-inch Sclater
" 45-inch Improved Turbine
" 42,inch Sampson Turbine
PAIR of Sampson Turbine wheels, 42-inch, run [together.
TWO 40-inch Leffels
ONE 36-inch Sclater
" 35.inch Leffel
" 44-inch Little Giant
" 30½-inch Leffel
" 30-inch Burnham
" 26-inch Leffel
" 24-inch Leffel
" 20-inch Leffel
" 21-inch Archimedian
" 21-inch Little Giant
" 17½-inch Leffel
" 15-inch Archimedian, in Globe Case
" 12-inch Little Giant
" 10-inch Leffel, all brass, Springfield, O., make
" Water Wheel Governor, Galt make

Full particulars regarding any of above wheels sent on application; address, H. W. PETRIE, Brantford, Ontario

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SEALED TENDERS addressed to the undersigned, and endorsed "Tender for Hot Water Heating Apparatus, Lindsay, Ont." will be received until Monday, April 1st, next, for the construction of a Hot Water Heating Apparatus at the Lindsay, Ont., Post Office Building.

Plans and specifications can be seen and form of tender and all necessary information obtained at this Department and at the Clerk of Works Office, Lindsay, Ont., after Monday, 18th inst.

Persons tendering are notified that tenders will not be considered unless made on the printed form supplied, and signed with their actual signatures.

Each tender must be accompanied by an *accepted* bank cheque made payable to the order of the Honorable the Minister of Public works, *equal to five per cent.* of the amount of the tender, which will be forfeited if the party decline to enter into a contract when called upon to do so, or if he fail to complete the work contracted for. If the tender be not accepted the cheque will be returned.

The Department will not be bound to accept the lowest or any tender.

By order,
A. GOBEIL,
Secretary.

Department of Public Works, Ottawa, March 16th, 1889.

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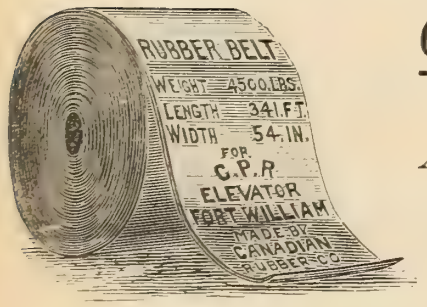

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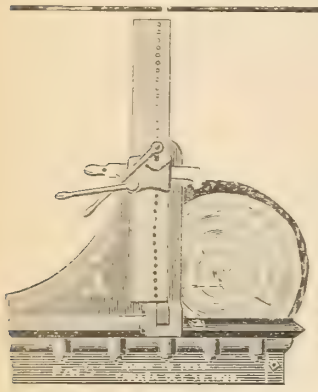

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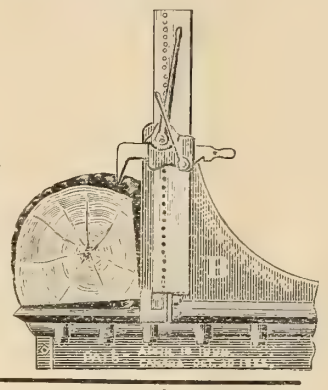

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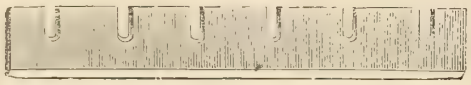

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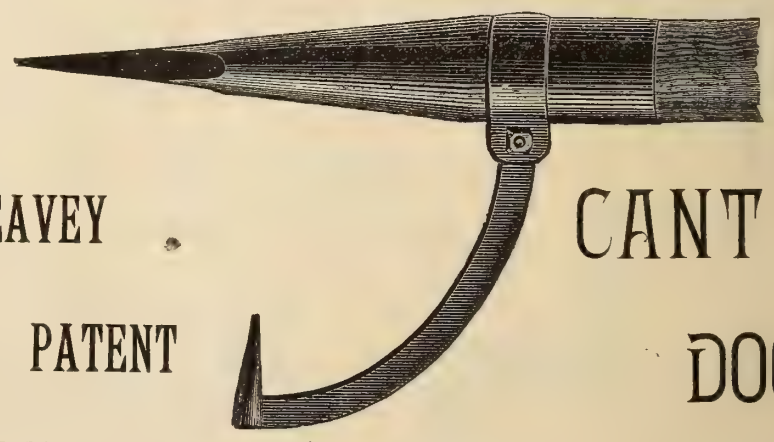

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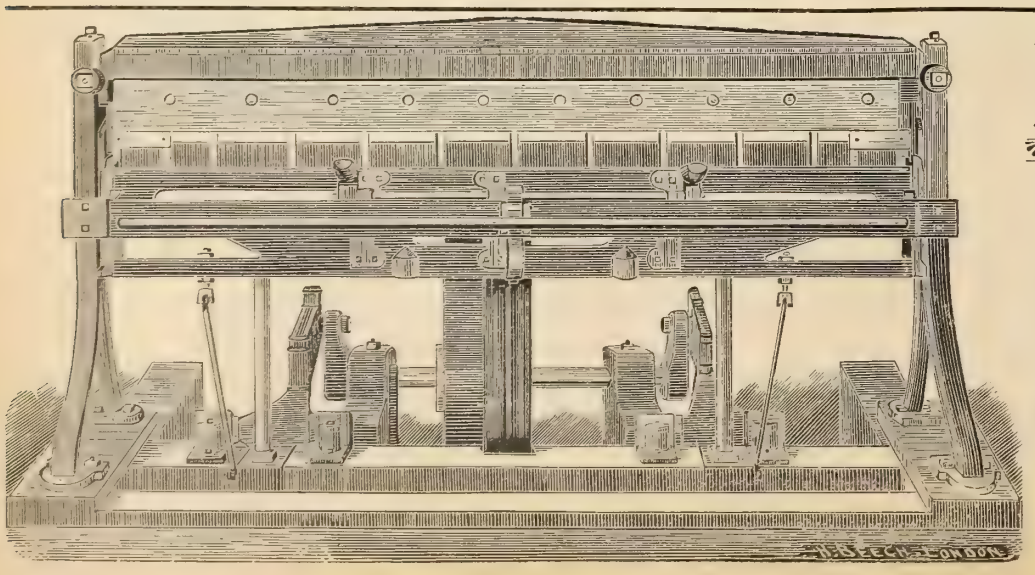

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ONE 6 inch Turbine, Goldie & McCulloch Builders.
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ONE 48 inch Lefell.
ONE 48 inch Tyler in Scroll case.
ONE 48 inch Sclater.
ONE 45 inch Improved Turbine Water Wheel.
ONE 42 inch Sampson Turbine.
PAIR of Sampson Turbine Wheels, 42 inch run together.
TWO 4 inch Leffels.
ONE 36 inch Sclater.
ONE 35 inch Leffel.
ONE 33 inch Little Giant.
ONE 3½ inch Leffel.
ONE 3 inch Burnham
ONE 26 inch Leffel.
ONE 24 inch Leffel.
ONE 20 inch Leffel.
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ONE Power Scroll Saw.
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TWO Shingle Packers all Iron.
POWER MORTICER with Boring Attachment.
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POWER MORTISER, Galt make.
NEW Blind Slat Tenoner, Galt make
NO. 4 Cant Gourlay, Planer and Matcher.
ONE 24 inch Pony Planer, Cowan make.
ONE 24 inch Planer and Matcher, Dundas make.
PLANER and Matcher, Michaels make, Detroit.
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NO. 5 Planer and Matcher, Galt make.
NEW Pony Planers and Matchers only $175.

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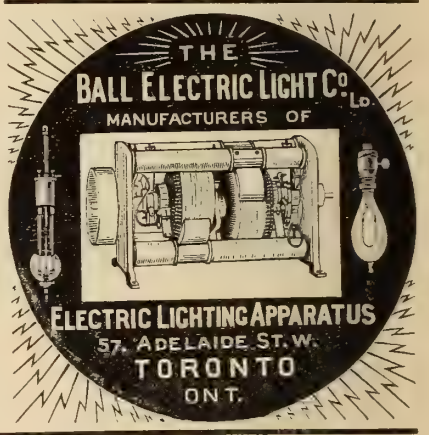

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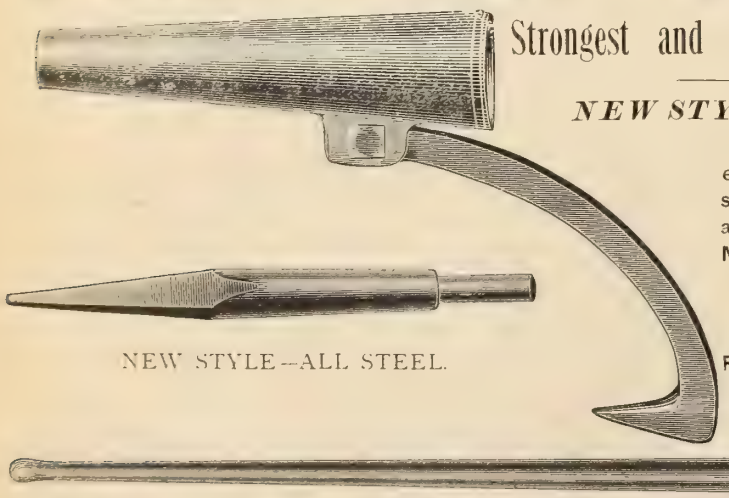

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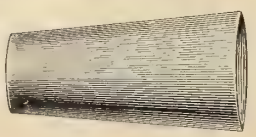
Socket is in one piece and extends above hook, adding strength. Drop Forged Hook and Round Bill; easily disengaged. Maple Handle, specially bored.



Pick, with shoulder. Selected Rock

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IRON BANDS,
STEEL HOOK.

OLD STYLE--COMPLETE.

Wrought Norway Iron Socket and Band. Steel Hook. Long Pick. Drop Forged Hook, Round Bill. Rock Maple Handle.

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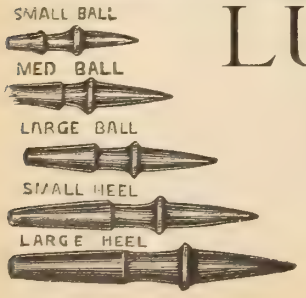

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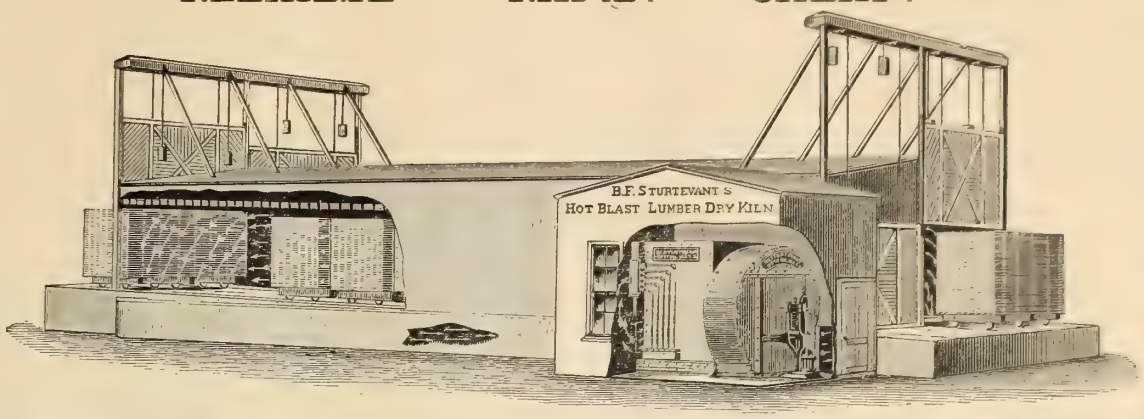

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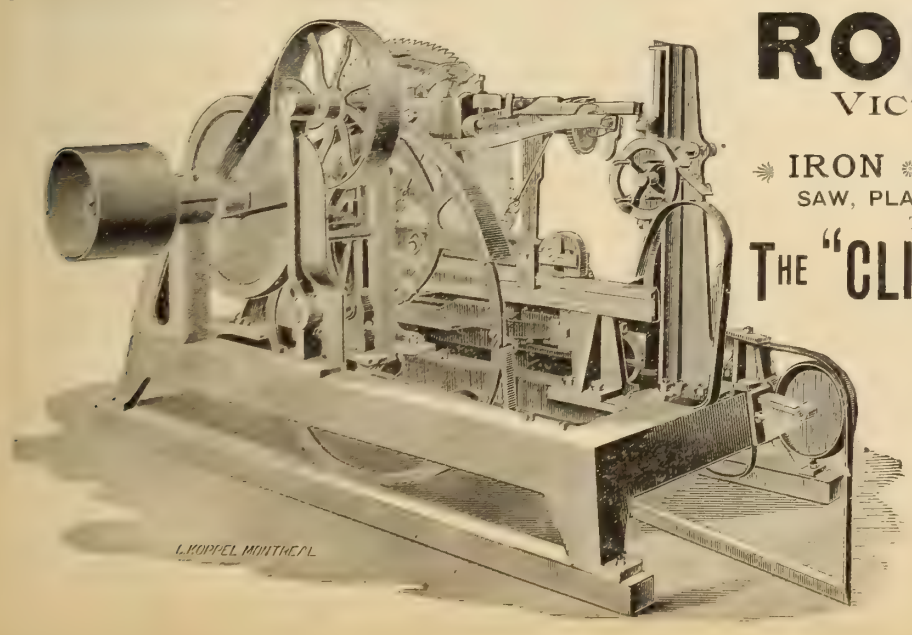

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VICTORIA FOUNDRY, ORILLIA, ONT.

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LONGFORD MILLS, ONT., Nov. 24th, 1888.

MR. ROBERT BRAMMER, Orillia.

Dear Sir:—The two Shingle Machines we got from you are doing good work. They are the best machines we have ever had anything to do with. They are both fast and do good work and give every satisfaction. We have no hesitation in recommending your machines to any person in want of a good shingle machine. Yours truly, THE LONGFORD LUMBER CO., WM. THOMSON, Pres.

ORILLA, Dec. 4th, 1888.

To Whom it may Concern:—This is to certify that I consider Mr. Brammer's make of Shingle Machines has no superior. I have used the first one he made of the kind called the "Clipper," and several more since. The firm of Heath, Tait & Turnbull, of Huntsville, recently sawed in one day of eleven hours, one hundred and three and a half thousand with two of the machines, and the average during the season has been over seventy-two thousand per day. A. TAIT.

ORILLA, Nov. 7th, 1888.

To Whom it may Concern:—I purchased of R. Brammer his latest improved patent Clipper Shingle Machine, and have great pleasure in bearing testimony to its vast capacity and durability; and I have no hesitation in stating that it is the best machine I have ever worked, or have ever seen. THOS. B. TAIT, Gravenhurst.

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AND ALL WHO ARE USING

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Which will Run Straight on the Pulleys,
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A Gauge is furnished with each Saw to regulate the Clearing Teeth.

Full directions for Setting and Filing are etched on every Saw.

The above Saws are made from the best Double Refined Silver Steel, warranted four gauges thinner on back than front, and the only Saws on the market that are a perfect taper from the front of the teeth to the back.

They are tempered by the Simonds Patent Process, insuring a perfect uniform temper throughout the plate, and stand without a rival as the best, fastest and easiest-cutting Saw known. *For Sale by the Trade generally.*

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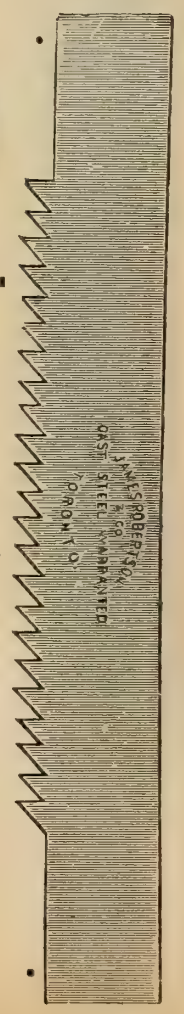

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THE CANADA LUMBERMAN.

VOLUME IX. NUMBER 5. | PETERBOROUGH, ONT., MAY, 1889. | TERMS, $1.00 PER YEAR. SINGLE COPIES, 10 CENTS

THE CANADA LUMBERMAN

PUBLISHED MONTHLY BY

ARTHUR G. MORTIMER,

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THE CANADA LUMBERMAN is published in the interest of the lumber trade and of allied industries throughout the Dominion being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion of them by others.

Especial pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world so as to afford to the trade in Canada information upon which it can rely in its operations.

Special correspondents in localities of importance present accurate report not only of prices and the condition of the market but, also of other matters specially interesting to our readers. But correspondence is not only welcome but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way effecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the truth. Any items of interest are particularly requested for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN with its special class of readers is not only an exceptionally good medium for securing publicity but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements which will be inserted in a conspicious position at the uniform price of ten cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for three successive issues or longer.

Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade or specially interested in it, who should not be on our list thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

MOST of the lumbering business in British Columbia is being carried on in and around Vancouver, Victoria and New Westminster, the great bulk of the timber manufactured there being exported to other countries. There are a few small saw and planing mill plants scattered in different parts of the province, engaged in manufacturing timber for home consumption; but these plants will be largely augmented, particularly in places where transportation facilities are limited, providing the manufacturers of wood-working machinery would furnish small outfits at prices within the reach of men of limited means. In view of the rapidity with which the Western portion of the province is being settled, and the advantageous terms upon which good timber lands can be leased, it is to us a matter of surprise that manufacturers of saw and planing mill machinery have not paid more attention to the furnishing of small outfits. There are hundreds of locations where little saw mills could be erected and a good paying business done; and a planing mill that will do efficient work on all material used in the construction of country dwellings, &c., and that could be put up and run by men of limited means, would find a ready sale where now no machines are used.

LUMBERING is about over and the condition of the business is as satisfactory as could be well desired. What is wanted now is a good supply of water. Though late in commencing, the winter has been a favorable one for operations in the woods. A large quantity of timber has been prepared for sawing and export purposes, at a less cost probably than for some years past, and large sales of the cut have been made in the different districts at considerably enhanced prices over those of last year. There is a demand by Americans for white spruce, cut in four foot lengths, for making wood pulp. The boom in shipbuilding in England and Scotland opens up a demand for white oak, and as negotiations for the purchase of all the land required for the Manchester Ship Canal scheme have been completed, the work will be pushed forward with renewed vigor and an immense amount of timber will be required for that stupendous undertaking. The trade with South American and Australian ports bids fair to be larger than usual. From all directions we hear of active preparations being made for a large cut the coming season, and upon the whole the future prospect of the timber trade is anything but gloomy.

THE forests of the world so far as ascertained, comprise 1,201½ million acres, Russia leading the nations with an acreage of 485 millions, or more than one-third greater than Canada and the United States combined. Although Canada is looked upon to a great extent by the outside world as a nation of forests, though it comprises a greater land area than the United States, yet its acreage of forests is two million less than that of the United States. The acreage of the world, leaving out Russia, is distrlbuted as follows: United States, 176 million acres; Canada, 174; Brazil, 135; Scandinavia, 63; Australia, 46; Gran Chaco, 37; Germany, 33; France, 23; Italy, 11; Spain and Portugal, 8; Algeria, 6; United Kingdom, 2; Netherlands, 1½. Since 1848 the French have converted 9 million acres of waste land into forests, producing about $2 an acre. Paris burns the timber of 50,000 acres yearly, requiring an area of 1 million acres to keep up the supply. In the United States 10,000 acres are cut daily, or 3 million per annum. There were 15,000 saw mills in the United States and 640 in Canada in 1882. It is stated that in Asia Minor there is not a board of any sort, or even a plank or beam ever sawed there by any other power but that of the human hands.

THE Forestry Inspector's Report for the Province of British Columbia, for the year ending December 31st, 1888, gives the number of saw mills in the Province at 24 in operation and one in course of construction. Twenty six timber leases have been granted up to the beginning of the present year, comprising 135,063 acres. The annual rentals at which these leases were granted amount to $15,074.73, from which is deduced the annual rentals, as revised by the Land Act of 1888, which amount to $5,540.83, making the reduction or amount realized $9,533.00. The quantity of timber cut during the first half of 1888, is given at 31,868,384; 10,939,040 of which was cut from Crown Lands; 8,169,067 from timber leaseholds; 9,429,565 from timber limits and 3,332,352 from private property. The royalty from this product amounted to $12,675.59 from which is deducted a rebate from timber exported of $3,051.40, making the net revenue derived $9,624.19. This statement, says the Inspector, while showing all the timber upon which royalty is payable, would have been more valuable for statistical purposes had the returns received from the various saw mills been more complete—had they contained more particulars of all timber cut from leaseholders not subject to the payment of royalty, and of all timber cut from Dominion lands and private property, thus enabling such particulars to have been included. It is satisfactory to note that from present appearances and circumstances, there is a prospect of a very considerable increase in the timber business of the Province taking place in the immediate future, as both Eastern and local capital is being directed and invested in the lumber industry. An extensive saw mill is now being built on the eastern confines of the City of Vancouver, and still more extensive saw mills are being erected on the Fraser River above New Westminster.

THE interests of capital and labor are not necessarily antagonist, but they are often made so. To remove the friction between them various methods have been resorted to, but none have proved to be more successful than the arrangement which some employers have entered into, that of providing a bonus fund to be taken from the proceedings of certain branches of operations to be divided annually with the employes proportionately to the amount of each man's earnings. Some time ago Messrs. John Bertram & Sons, manufacturers of wood-working machinery, machine tools, &c., of Dundas, Ont, entered into an agreement of this kind with his foreman, as representing his employes. It was stipulated in the agreement that in case any employe absented himself without permission, unless on account of sickness, he should forfeit twenty-five cents for every day he was absent, the amount to be deducted from his share of the fund, and, should he leave without a month's notice, he should forfeit his share. The system has been in force for nine months, and recently the first distributation was made. The fund amounted to almost $1,200, and the amounts received by each employe, including apprentices, ranged from $25 to $50. Both parties to the arrangement have expressed themselves as well satisfied with the result. Other firms, with which we are acquainted, who have followed this system for years express themselves as eminently satisfied with this method of treating with their employes, as it secures to them a good class of men, and besides, it has proved to them far more remunerative.

UNDER the amended Land Act of the Province of British Columbia, leases of unpreempted Crown Lands may be granted by the Lieutenant-Governor in Council for a term not to exceed thirty years, to any person or corporation duly authorized for the purpose of cutting spars, timber or lumber, and actually engaged in these pursuits, subject to the payment of an annual rental of ten cents per acre, and a royalty of fifty cents per thousand feet on the scaled measurement of the logs cut on the leased premises; provided, however, that any person may hereafter acquire a preemption claim to or upon any part of such leased land by complying with the requirements of the Act. The preemptor is only entitled during the term of the lease, to cut such timber as he may require for use upon his claim; and if he cuts timber on the said land for sale, or for any purpose other than for such uses, or for the purpose of clearing the said land, he forfeits all interest in the land acquired by him, and his claim shall be cancelled by the Commissioner. It further provides that the lease shall contain provisions binding the lessee to erect in some part of the Province, as may be approved of by the Chief Commissioner of Lands and Works, a lumber mill capable of cutting not less than 1,000 eet of lumber per day of twelve hours for each and every four hundred acres of land included in such lease. "Crown Lands" mean lands which are the public lands of the Province, and do not include lands held under lease. Every lessee of timber land, and every person owning or operating a mill which may cut timber which is subject to the royalty imposed is required to keep correct books of account of all logs brought to his mill, stating from whom they were acquired, where they were cut, the date received and their scale measurement, and make monthly returns to the Chief Commissioner of Lands and Works showing the measurement of such logs, and such other particulars

as the Lieutenant-Governor by Order in Council may require. These books are to be open, at all reasonable hours, for inspection of any person appointed for carrying out the provisions of the Act. On the exportation beyond the limits of the Province of any spiles or spars, or any timber manufactured in British Columbia upon which royalty has been paid, a drawback or rebate equal to one-half of the royalty is allowed.

In felling large heavy trees, where it is necessary to cut them considerably above the roots, to get rid of the heavy end, which would sink the butt too much in the water when the tree is made into a raft, and in the other cases, a foot board is sometimes used for the chopper to stand upon and make a higher cut. A device to facilitate such work has been patented by Mr. Aaron L. Stevens, of Little Falls, Washington Territory. The foot board has an arm, beveled at its front end, to pass into a notch in the tree, and on the inner end of the arm are upwardly projecting points adapted to engage with the tree. The outer end of the arm is provided with two arms, one above the other, between which is pivoted a tongue, having at its outer end a socket into which fits one end of a board of suitable width and length for the operator to stand on when chopping the tree. The arms and pivot head of the board have roughened surfaces and notches, whereby the head is conveniently held in any desired position on the arm. The board can be moved around, to promote the convenience of the wood chopper as his work proceeds.

Some time ago a numerously signed petition was sent from Algoma to the Department of Indian Affairs, praying that the Department make a rebate of interest due on lands in Thessalon township. The request was refused on the following grounds :

1. There has been an utter indifference on the part of the settlers to pay up either interest or principal.

2. Other lands in that locality are held at a higher figure for sale ; lands unimproved, distant 3 miles from Thessalon, having been sold at $18 an acre ; and the municipality has assessed the unimproved lands at $5 an acre, and improved at $20, and the township all through is the best on the North Shore, except Day, which it joins. Every assistance has also been given in the shape of government roads ; and to ascertain the value of the lands, a person has only to try and buy a lot. If the settlers were laboring under any disadvantages incident to a new country, there might be some grounds for their application ; but where every facility is to hand, such as railways, public roads, saw mills, flour mills, furniture factories, etc., there is no reason why their request should be complied with, and an injustice thereby done the Indians for whom the lands have been sold by the Department.

The custom of weighing lumber by the railway companies who transport it, at the point of destination instead of the place of shipment, has long been a great source of grievance to Toronto lumber dealers. Another great source of complaint has been the almost continuous scarcity of cars, and the constant stagnation in moving lumber from one point to another. With a view to getting their grievances remedied, a meeting of prominent lumbermen of the province was held at Toronto on the 28th of December, 1888. At that meeting the points in question were discussed at considerable length, and the requests of the lumbermen made known—what they wanted was one of two things—either that a scale of rates per feet be adopted, or that the railway companies make provision for the weighing of both cars and lumber at each point of shipment. As the Grand Trunk Railway annually handle nine-tenths of the lumber going into Toronto it is with this company that the lumbermen's grievances mainly lie. At the meeting mentioned a committee was appointed to wait upon Mr. Hickson and others of the Grand Trunk Railway to see if these grievances could not be remedied. Last month a large deputation of lumber dealers from Toronto and Hamilton waited upon the officers of the G. T. R. at Montreal, and laid their grievances before them. A full discussion was entered into, after which the deputation retired, fully impressed that something would be done to relieve them.

K. F. Burns, M. P. has given the assurance to the President of the St. John Board of Trade, that the timber inspection act is not intended to be applied to New Brunswick and Nova Scotia. Commenting on this statement the *Miramachi Advance* very justly remarks : " There is one thing which we cannot understand and that is the statement made in behalf of the author of the bill that it was not intended to have it applied to New Brunswick. If that be so why were New Brunswick, Nova Scotia and Prince Edward Island expressly set apart as one inspectoral district, and why did it expressly repeal the New Brunswick statues relating to the survey of lumber? We see it stated in some of the papers that the bill, if enacted, would not necessarily apply to New Brunswick, because of the section which provides that nothing in it " shall oblige any person to have any timber or lumber inspected," but, as we pointed out a fortnight since, with our provincial survey acts repealed and the obnoxious provisions compelling our lumber manufacturers to furnish the Dominion Government with complicated returns and pay a tax of $20 per million s. f. on their output, the statement that the measure was not intended for New Brunswick as well as the other parts of the Dominion expressly mentioned in it, would be simply inexplicable. Manitoba and all the Northwest territories were exempted, because they were omitted from amongst the provinces, especially mentioned as inspectoral districts, but the bill covered the remainder of Canada. Let it be unmistakeably understood that the Maritime Provinces do not want any such measure. If it is required for Ontario and Quebec let them have it by all means.

Mr. J. C. Bailley, the veteran railway engineer, and Mr. Matthew Butler, C. E., have recently returned from an extended trip through the wilds of Nortwestern Ontario, where they have been engaged in locating the line of the Nippissing and James' Bay railway from North Bay to Lake Tamagaming. Lake Tamagaming is 75 miles from North Bay. When five miles from North Bay they encountered the forest and through it they had to cut their way the greater part of the 75 miles they travelled northward. Mr. Butler who was specially commissioned to examine the timber, found unlimited quantities of white pine, birch, rim ash, and tamarac in such quantities as to supply millions on millions of railway ties. Both gentlemen are very enthusiastic over the great wealth of timber land they have discovered. An examination of the soil was made and found to be very rich with a clay subsoil. This was ascertained not only by an inspection of the trees that grew on it, but by an actual view to be had on the banks of all the rivers. An abundance of game of all kinds was seen, moose are there by the thousands, and beavers, martins, mink, foxes and wolves also abound in great numbers. The Indians are the only trappers, and they make remunerative profit by their occupation. They carry their furs to the Hudson Bay Company's post at Lake Tamagaming and there do their trading. Mr. Bailley was surprised to find so many lakes not indicated on any map published. Large and small stretches of water were met with frequently, and one lake was found thirty miles long which was not shown on any map. In further describing the country through which they passed, or rather had to cut their way, Mr. Bailley says : This country, which the Nipissing and James Bay railway will develop, is marvelous. There is enough timber there to supply the continent. On our way up we were continually meeting large belts of the very finest red and white pine and on our way back we saw even more. The country is rich, too, in minerals. At Lake Tamagaming we were shown samples of copper ore, but being unable to carry them back we threw them away. Across on the Montreal river Mr. Donnelley, the lumberman, showed us samples of lead, copper and silver ore taken from mining property held in the district by some Americans. The new line is eagerly looked for by the lumbermen who are carrying on operations on the Montreal river, and also by those who are interested in mining. At present it takes a whole season to float the logs down, but when the line is built mills will be built and the lumber brought down in a few days. I do not notice any difference in the temperature from that of Toronto. At Lake Tamagaming we heard the birds singing in March, and everywhere we went the grass was quite green under the snow and the flowers were already coming up through it. I thought this a rather remarkable circumstance. The land is very rich all through the district. In Widdifield township we were shown fine farm products grown by Mr. Sache, formerly of Port Hope, who has been there only 20 months. Among them was a very fine sample of potatoes, of which he has hundreds of bushels. There is room in this district alone for a million people to make themselves happy homes.

In this age of rapid transit any scheme which tends to shorten distances or save time becomes a matter of public importance. Quebec shippers are very much elated over the commencement of operations upon a most novel undertaking, a ship railway across the Isthmus of Chignecto to obviate the sea voyage of from 500 to 600 miles around the Atlantic coast of Nova Scotia. This is a matter of great importance not only to the shippers of Quebec, but also to the shippers of the western lake ports who are doing a large trade with the New England States. Upon the completion of this work, a vessel loaded with grain or lumber may be shipped from Chicago, or most any of the western ports, to Boston, without breaking bulk. A glance at the map of Nova Scotia and its surroundings will convey an immediate and striking idea of the commercial importance of the undertaking. The Isthmus of Chignecto, which acts as a barrier to the continuous navigation of the Gulf of St. Lawrence and Bay of Fundy is hereafter, according to the plans of the Marine Railway Company, to be sailed by ships on rails. The ship railway will reduce by 600 miles the distance to be sailed between Montreal, Quebec, the Upper Lakes and St. John, N.B., and by 500 miles that between the St. Lawrence on the one side, and Portland, Boston and New York on the other. The line of railway is straight and almost perfectly level, and the distance is only about twenty miles. It will extend from Cumberland Basin in the Bay of Fundy to Baie Verte in the Gulf of St. Lawrence. At each of the termini will be docks for the reception of the vessels to be transported, which will be raised and lowered on cradles by hydraulic ship lifts to the level of the rails and hauled by powerful locomotives, the capacity of the works being to transport vessels as large as one thousand tons burthen. The entire work is estimated to cost $5,000,000. In addition to its being advantageous to the western shippers to eastern ports, it will also be of immense advantage to the fishing fleets of both Canada and the United States.

SPLINTERS.

The imports of forest products at Melbourne, Australia, from the United States for the year 1888 were 67,082,732 feet.

* * *

Buna Verta timber, which strongly resembles oak, is being imported from Central America by parties in New York, to be manufactured into cigar boxes and furniture. The sticks are about twenty-four inches square and of considerable length.

* * *

Sawdust is being used by some builders for mortar instead of sand. It is said to answer well; as it is one-half lighter than sand, and it has some advantages when used on ceilings. Mortar made of quick lime and saw dust mixed with cement, does well for brick or stone work.

* * *

The imports of wood and manufactures thereof in the Dominion of Canada for the month of February 1889, amounted to $82,696.00, the duty on which (exclusive of British Columbia) amounted to $20,271.39. During the same month there were exported of forest products $591,705.

* * *

T. A. Walker, the English contractor, who has the contracts for constructing the great ship canal from Liverpool to Manchester, England, and the docks at

Buenos Ayres, South America, has decided on yellow pine as the best timber for the purpose, and their works will require many feet of this class of timber.

* * *

THE railway statistics of the Dominion up to June 30 last year have just been completed. The total miles of completed railway in the Dominion were 12,701. Capital paid $727,000,000; government bonuses paid, $134,000,000; earnings, $42,159,152; working expenses, $30,652,046; net earnings, $11,500,000.

* * *

THE Illinois legislature has passed resolutions requesting Congress to construct a ship canal connecting lakes Michigan and Superior, commencing at a point on the Little Bay de Noc, Lake Michigan, up to the Whitefish river, down the Au Train river to Au Train Bay, on Lake Superior, thus saving to commerce over five hundred miles in the round trip between Chicago and Duluth.

* * *

HON. MR. COSTIGAN has given notice of a resolution to provide that the rates and dues payable under the Cullers' Act and the classification therein set forth may be changed by Order-in-Council, and to make better provisions respecting the reduction of the number of cullers and the annuities payable in consequence, and to provide that culling and measuring under the Act shall be compulsory only in respect of square and wany timber.

* * *

A NEW transcontinental railway route is contemplated. The Spokane Falls and Eastern Railway company has been organized with a capital of $5,000,000. The company will build a line east from Spokane Falls, Washington Territory, to some point on the St. Paul, Minneapolis and Manitoba road, connecting the Manitoba with the Seattle and Lake Shore and forming a new line from St. Paul to Puget Sound on the Pacific.

* * *

THE E. B. Eddy Mfg. Co., of Hull, Province of Quebec, having decided to retire from the wholesale manufacture and sale of lumber and timber in order to devote more time and attention to the other branches of their manufacturing business at Hull, will offer for sale by public auction at the Russel House, Ottawa, on Wednesday, August 14th, their immense timber limits with all improvements. For particulars see advertisement in another column.

* * *

LESS than ten years ago, the treatment of drying Yellow Pine boards by artificial means was unknown, and considered impracticable by many, but the requirements of the trade demanded the adoption of some method of more rapid seasoning, in order to produce a finished article in the least possible time, and the result has been in every way advantageous to the lumber interest and settled beyond question the doubts as to the superiority of kiln-dried over that of air-dried lumber.

* * *

FROM the latest statistics of the Colonial Office for 1889, it appears that the British Empire, India included, embraces no less than 9,289,000 square miles, with a population of 328,000,000 souls. Other statistics which help one to realize the wealth of the British Colonial Empire are those relating to railways. There have been built in the colonies during the last half-century 45,000 miles of railway at a cost of about £400,000,000. Indeed the growth of the Colonial Empire is so continuous and so rapid, that statistics of a few months old are sure to be much below the mark.

WE are in receipt of a business card from Albert J. Hill & Co., real estate, financial, shipping and commission agents, New Westminister, B. C. One of the firm, Herbert J. Ross, was for ten years junior member of the lumber firm of W. J. Ross & Son, Ross Mills, P. Q. For the past two years he has been in B. C. engaged in the lumber commission business and inspecting shipments. The firm buy and sell property for non-residents, and they are prepared to supply the most reliable information in regard to lumber and timber properties that can be obtained in the Province. See their card in another column.

AND now comes Dr. George Thenious, of Vienna, who has a process for the manufacture of artificial leather from red burchwood. The best wood is taken from 50 to 60 year old trees, cut in the spring, which must be worked up immediately, bark peeled off, steamed, treated with chemicals in a kettle under pressure, and exposed to several operations. From the prepared wood strong and thin pieces are made by means of heavy pressure, The inventor states that a solid sole leather can be obtained which he claims is superior to the animal leather in firmness and durability, and can be worked up in the same way as animal leather, nailed and sewed.

* * *

OUR advices from London indicate that the booking of emigrants to the Dominion, show a decrease of 50 per cent. as compared with 1888. This is partially due to the immense emigration to the Argentine Republic under the stimulas of free passages, and also to Canada's slackened efforts in promoting emigration. So far as Canada is concerned, it would be better for the country if the Government would bend its energies to the development of a scheme to locate our worthy poor upon the unsettled lands in the Northwest, rather than spend money in the promoting of pauper emigration from Europe. Our motto should be:—Our own poor first, last, and all the time.

* * *

REFERRING to the drought that is being experienced on the other side an exchange says: Heavy and continued rains alone will be able to rescue the winter's cut and keep the mills running the season through. The Saginaw lumbermen estimate that the number of feet of logs cut for their mills and now stranded will reach 400,000,000, of which there is a fair probability that 50,000,000 can be floated down. Bay City lumbermen estimate that no more than 30,000,000 feet tributary to them will fail to reach their mills. The Cadillac lumbermen say that 100,000,000 feet are awaiting transportation in Missaukee county, of which one-half is in danger. While Ludington reports the greater part of 100,000,000 feet belonging there endangered unless heavy rains come. Cheboygan reports about 40,000,000 feet in the same predicament, Menominee 200,000,000, Alpena 75,000,000 out of 160,000,000, and Au Sable 80,000,000. From Marquette it is estimated that fully 150,000,000 feet are in the streams waiting for water 430,000,000 feet of logs are waiting to be driven to Muskegon, over one-fourth in side streams, with every prospect of being "hung up" for the season.

EXCHANGE ECHOES.

Orillia Packet.

It is significant of the northwestward growth of Ontario, and of the benefit the province is deriving from the construction of the Canadian Pacific, that the quarter million dollars in railway subsidies the Government proposes to grant are all for lines in what is practically the new territory opened up by the transcontinental railroad. The Ontario and Rainy River line will benefit a mining and agricultural district at the head of Lake Superior from which much is expected. The Manitoulin and North Shore will increase the facilities for communication with the fairly prosperous settlements on the Manitoulin islands. The Parry Sound line will connect an already large industrial center with the railroad system of the country. All these are in what was not long since regarded as waste territory, but which is now known to afford large possibilities of development. Ontario is certainly going ahead, and the estimate that at the next census she will be found to possess two millions of people is more likely to be under that over the mark.

Ottawa Free Press.

If sawdust, slabs, edgings and other saw mill refuse can be put to economic uses in the manufacture of paper, pails, etc., a problem which has caused our lumbermen much uneasiness will be effectually solved. Down in Maine the commercial value of sawdust is estimated at twelve dollars a ton. This does not mean that it will bring that in the market, for it is a drug. But it is worth twice as much as it will bring for fuel if it is put through the process whereby wood alcohol, acid, and other chemicals are extracted. Considerable sawdust is baled and pressed in Maine for fuel, and a Lewiston farmer regards the kiln-dried article worth $2 a cord to enrich the soil, after first using it as bedding for cattle. Some day it will be found that lumbermen who have allowed their mill refuse to fall into the Ottawa have [illegible]. Some authorities contend that [illegible] methods of making wood pulp [illegible] most of the refuse of the mills may be profitably convert[illegible] pulp. Paper for ordinary newspapers can be made [illegible] dust and shavings. Pulp manufactured from slabs [illegible] has a longer fiber, and will consequently produce a better grade of paper. From two to three cords of mill refuse, not including sawdust, will make a ton of pulp worth at present market conditions $80.

The London Board of Trade Journal.

Never except in the wonderfully busy period comprised within the years 1881-82-83, has the shipbuilding trade been so active as it is at present, and the number of men fully employed in it is now very nearly equal to the figures of that time. The great society which represents the iron shipbuilders has now a membership of 27,500, and of these only 1.8 per cent. are returned as out of work. Taking the societies of all the principal branches of the engineering trades connected more or less directly with the shipbuilding, we have a total of 80,803 members, and of these the proportion of unemployed is not more than 2.5 per cent. For the season of the year this figure is unusually low, and is certainly in marked contrast to the return for the corresponding month of last year, when the percentage was about 7 for these branches. So great, in fact, has been the demand for men in these trades, on the north-east coast especially, that in some departments a positive scarcity of hands has been experienced.

PUBLICATIONS.

We have received from J. H. Brownlee, D. L. S., Brandon, Man., a copy of his new 25 cents indexed map of Manitoba. The map is original and graphic. The fourteen pages of indexing make a complete guide to the map, which is folded into a neat cover for pocket or office reference. Mr. Brownlee's idea is to supply a reliable low priced map, and we are of opinion that he has succeeded. For further particulars, address J. H. Brownlee, Brandon, Manitoba.

Saturday Night is one of the most popular and we may say readable papers issued from the Toronto press. It is a first class society paper, and its stories, thrilling with interest, are the best that can be obtained. The various subjects treated upon by its racy editor denote the masterly pen with which they are written. It is a paper which may be profitably read by every family. Published by the Sheppard Publishing Company (limited) 9, Adelaide St. West, Toronto, who are also the publishers of the *Canadian Fireside Weekly*.

Splinters

Messrs. William Rider & Son, publishers of the *Timber Trades Journal*, London, England, are publishing a series of "Timber Trade Hand Books." These books are printed on good paper and well bound. We are in receipt of No. 3 of the series, entitled, "How to Select Wood-Working Machinery," by J. Stafford Ransome, associate member of the Institution of Civil Engineers. The object of the work is to point out to intending purchasers the most suitable machine for their purpose, and the qualities to be looked for in such machines; while at the same time showing them the most practical manner of making their inquiries, and putting them in the way of getting at reliable and detailed particulars of their machinery before completing their purchase. The book is illustrated and divided into chapters, being originally published in the form of articles in the *Timber Trades Journal*.

Measured Lumber.

Statements of lumber measured, at the Ports of Montreal, Lachine and Sorel, for the year ended 30th June, 1888: Square Pine, 6,141 pieces; Flat Pine, 5,278; Round Pine, 942; Square Hemlock, 6,472; Flat Hemlock, 773; Round Hemlock, 1,975; Flat Pine, 727; Cedars, 3,510; Flat mixed, 1,866; Round Pine, 178; Round Spruce, 16; Flat Tamarac, 2,520; Round Hemlock, 615; Flat Hemlock, 334; Flat Ash, 161; Flat Tamarac, 1,138; Square Oak, 16; Hardwood, 776; Square Red Pine, 748; Waney Pine, stringed, 579; Waney Red Oak, stringed, 43; Flat Spruce, (lineal) stringed, 289; Sawed lumber for exportation. 1,166,585. Total amount accrued on the above $1,818.30.

THE WAR OF THE WOODS.

White pine is king. It is still supreme in the northern states, but its power has been weakened by the forays of other woods, especially yellow pine. The war between the northern and southern rivals is to be hereafter waged with increasing zeal on the part of the combatants. It is to be another war between the north and south, though the fight will be along the peaceful lines of commerce. But, though the contest must go on, there is no danger that the northern force will be utterly defeated until the last forest giant shall have been laid low, and that not by the might of the southern foe, but by the hand of its friend, who will give the last mortal blow, instigated by selfish greed. White pine will never be crowded out of the market by its southern competitor. There are those who think otherwise, perhaps, and point to the rapid displacement of white pine in Kansas by the yellow variety as an evidence that such a thing is possible. But conditions in that state are exceptional. There cheapness is greatly in favor of the Arkansas and Texas product. There, also, the demand is mainly for building purposes. In the older sections of the country, where the requirement is more varied on account of manufacturers that consume lumber, white pine holds a place from which it cannot be dislodged so long as a supply can be obtained.

The peculiar advantage of white pine is in its light weight and its softness and easiness of working. There is no other wood that can equal it in these repects. It is also a reliable wood when put in place, on account of its lack of warping tendencies. Now that the struggle is fairly on between the two great lumber woods of the country, it is well enough to take a fair look at them by comparison, with the view of placing each where it properly belongs. Since white pine is the kind that is resisting attack, let us examine its entrenchments for the purpose of seeing whether it can hold its position beyond a possibility of doubt.

There are several conspicuous reasons why white pine will continue to be in large demand in spite of any opposition. The qualities referred to—light weight and softness—render it adaptable to various kinds of manufacture. Beginning with its coarser qualities, what can equal it for packing boxes? Lightness of weight commends it as a material to ship, in which it has a great advantage in the cost of transportation. It also works handily and easily, which is an important consideration in a box factory, where nearly everything is done by machinery or quick manipulation. The profits of box making are small, and depend on cheapness and adaptability of material. White pine also is kind to tools, and the wear and tear of appliances on that account is less when white pine is used than in the employment of any other wood. Furthermore, white pine can be used to the very last and lowest grade board, so that there is no waste, and refuse does not accumulate as in the case of yellow pine. It is frequently remarked in this city that white pine lumber is always salable, even down to and including the foundation sticks ; nothing is wasted. This is because the coarser qualities are available in the manufacture of boxes, crates and various other things that use up cheap lumber. Coarse boards are also adaptable to numerous cutting-up purposes, and for building and repairing the poorer class of structures, sheds, etc. In fact the coarser and cheaper the stock the readier it sells in this and all other important white pine markets. The like cannot be said of yellow pine in the present devolopment of the consumptive demand.

When it comes to the medium grades, there is an unrivaled demand for all white pine lumber from four inches wide and upward. It is probable that in the strip trade white pine is to suffer most from competition with southern lumber. For flooring, ceiling and wainscoting, yellow pine is well adapted, and it is now being placed at all northern points at prices that undersell white pine, when the quality of the respective woods is considered. Still white pine has the advantage in some respects for flooring. Where it is to be covered by carpets in the cheaper class of houses, fencing flooring, and No. 2 at that, answers the purpose, and it will be hard work for the yellow pine purveyors to undersell the lower grade of white. In all the populous centres around the great lakes, where white pine is received by water, or by short railroad hauls, no other cheap strips can entirely crowd it out of market. The sharpest rivalry between the two kinds of strips will be in the select and clear grades. Yellow pine flooring and ceiling, where oil treatment is contemplated, is undoubtedly the better, and will largely take the place of white pine. For siding, white pine will continue to take the lead, on account of its workableness, the ease with which it can be put in place, its freedom from warp, and above all its adaptability to transportation at a low cost. This demand will use up a large portion of the select and clear strips that are likely to be put on the market. Car building will also continue to call for the better grades of strips. Large quantities will also be wanted for house finish.

There are certain adaptabilities of white pine that will use up the upper grades of wide and thick lumber while the supply holds out. There will always be a demand for wide cutting-up lumber. In the east the demand for such stock is always pronounced in comparison with that for other purposes. Thick clears and selects are wanted for pattern making, scroll work, door manufacture, etc. Consumers will continue to use white pine because it is so easy to work. Cypress and Pacific coast cedar and redwood are rivals with white pine in the wood-working industry, but they can never take possession of the demand in the great interior of the country, or on the eastern seaboard.

Thus a few of the special adaptabilities of white pine have been glanced at. Less of this kind of wood will be cut into framing timber, joists and scantling than hitherto. In fact, the supply of dimension in the lake region is now largely norway, and hemlock is rising into prominence for such purpose. Yellow pine can command the market where freights are not against it. As southern lumber is pushed more and more into rcognition throughout the northern states, the tendency will be to saw white pine into boards, in case of coarse logs, and into thick stuff in case the logs run well to clear timber. Yellow pine will make its way in the form of flooring, ceiling and interior finish, and that of timber, joist and scantling where the cost of transportation is not too high. White pine will hold its own in the door factories, the box factories and among wood workers generally. Thus both woods will have their sphere, and the demand for white pine will be sufficient to absorb the supply, while that for southern lumber will steadily increase. The competition will go on, but each will hold positions from which it cannot be dislodged by the other.—*Northwestern Lumberman.*

LAKE ABITTIBI.

E. B. Borron, Esq., Stipendary Magistrate, in his recent report on that part of the basin of Hudson's Bay belonging to the Province of Ontario, in regard to the cultivation of forests in the vicinity of Lake Abittibi says :

"Whatever else this northern part of the Province may be valuable for, no one who has ever visited it or read the reports of others who have, can entertain any reasonable doubt as to its fitness at all events to grow trees. These trees may not be exactly everything that we could wish either in respect of kind or quality, but in the view of rapidly increasing population and consumption of timber on this continent, of the equally rapid destruction of its forests, and of the inadequacy of the efforts made to replace them, nothing can be more certain than that in the near future any kind of timber whatever that this vast territory may be capable, spontaneously or otherwise, of producing, will be required and become of more or less economic importance. In order to obtain the best results, however, the judicious and timely invention of man is indispensably necessary. A judicious expenditure in the drainage of lakes, marshes and swamps, if not also of muskegs, in promoting the growth of the more important trees and plants and at the same time in repressing the growth of those of least value, in the prevention of bush fires, where certain to be hurtful, and in the cautious employment of fire where likely to be beneficial, as it sometimes undoubtedly is, such an expenditure (however large) would, I verily believe, in due time be returned to the Province many fold, in the vastly increased extent of our forests and the better quality of the timber obtained.

Unfortunately, though it is easy to persuade peoples and legislatures to launch out in expenditures, the benefits anticipated from which are immediate, it is almost hopeless to expect them to do so if the returns, however large, are distant or tend to the advantage chiefly, if not wholly, of posterity. It might not be amiss, however, to remember that while drawing so largely on the patrimony that has decended to us in the matter of timber it may not be either unfair or unwise to make some such provision as I have suggested for the future, even if the benefits anticipated should fall chiefly to the share of the children or grandchildren the present generation. I know a few instances in which the borrowing of money necessary and its prudent and economical expenditure would be, I shall not say as justifiable, but commendable, or which would be fraught with greater benefits and advantages to them, even if they should have, ultimately, to pay both the principal and the interest.

Which are the Hardwoods?

With the majority of lumbermen the term hardwood includes every thing except white pine, and is accepted in that sense generally by the trade, though in reality there are two or three woods, such as buckeye and Southern white lynn, that are softer than white pine. Some writer, we know not who, says : "The relative hardness of woods is calculated by the hickory which is the toughest. Estimating this at 100, we get for pignut hickory 96, white oak 84, white ask 77, dogwood 75, scrub oak 73, white hazel 72, apple tree 70, red oak 69, white beech 65, black walnut 65, black birch 62, yellow and black oak 60, hard maple 56, white elm 58, red cedar 56, cherry 55, yellow pine 54, chestnut 52, yellow poplar 51, butternut and white birch 43, and white pine 35."

According to this formula woods possessing a degree of hardness equal to only about 40 per cent., or less than that of hickory, shall not be classed as hardwoods. Such woods are, however, limited in quantity, and are not of sufficient importance to justify a classification, and the trade will continue to construct hard wood to mean every thing except white pine.

They Got Here.

Deputy Sheriff Jones, of Detour, arrived in Sault Ste Marie, in a hurry early last month, and in conversation stated that Moiles Brothers of that place, who are largely engaged in lumbering in the vicinity, had packed up their goods to leave for Canada. Hurd & Houenstein, of Buffalo, held a mortage of $45,000 on the mill of the firm, and it was due in a few days. About this time the tug Dowling, loading two vessels from Saginaw, landed at Detour presumably for a cargo of lumber but at night a hundred men concealed in the boats came ashore and began removing all the machinery of the mill and movable property on board. At noon all was loaded except the boiler, and the workmen began tearing down the mill. The Sheriff received notice to stop the operations at any cost, but no authority was sent. The telephone and telegraph wires were cut in three places, and there was no communication with Detour. At midnight all was loaded, and the tug and vessels were soon on their way to Spanish River, Canada, where the firm has lately purchased a site.

Blasting Holes to Plant Trees.

"Few people elsewhere in the world may ever have heard of blasting holes to plant shade or fruit trees," said a cultivator the other day, "yet the practice is common here and shows good results. In most places there is found sufficient top soil for that purpose, but as land has become valuable, people have cast about for means to utilize lands where the coarse sand rock comes too near the surface for successful tree planting. A blast, well put in, creates a pocket for broken rock mixed with top soil, which furnishes a basin to hold moisture as well as a deeper and cooler hold for the roots. It is yet to early to say what will be the ultimate results of such planting, but in a climate like ours, where a superfluity of rainfall is not likely to occur, it will no doubt be successful."—*San Diego, Cal., Union.*

THE NEWS.

ONTARIO.

—Mr. J. Brennon is erecting a shingle mill at Phelpston.

—Mr. Alex. Perry is erecting a shingle mill near Terranova, Dufferin county.

—The shingle mills at Washago have orders for about all they can turn out.

—The Deseronto Navigation Company have started their boats for the season.

—The output of logs up the Gatineau is said to be larger than previous seasons.

—Fifty carloads of lumber of all kinds were shipped from Coldwater during March.

—Two tugs will be employed during the season in towing logs to Barrie and Bradford mills.

—Lummis' saw mill and Robin's shingle mill, at Wyebridge, started operations early last month.

—The planing mills of H. Williams, Campbellford, Ont., were burned March 28th. Loss about $1,300.

—Messrs. Sadler, Dundas & Co., Lindsay, have added a matching and planing machine to their saw mill.

—The Ontario Lumber Company, Midland, expect to cut about double the quantity of lumber they did last year.

—Mr. S. Rogers, of Cedarville, has purchased machinery in Toronto for his saw mill, which he is about to rebuild.

—The big lumber mill of the Rathbun Company, Deseronto, started up April 11th, twelve days earlier than last year.

—The Sheppard & Morse Lumber Company are shipping large quantities of timber daily to the American markets.

—The Magnetawan River is open, and the Muskoka and Georgian Bay Navigation Co. have commenced towing logs.

—Mickle Dyment & Son have about 75 men employed to assist in driving their Oakley & Hindon stock of logs on Black River.

—Messrs. Gillies Bros., of Braeside and Carleton Place, have purchased Mr. Thomas Keam's lumber business at Morristown.

—The Collins Bay Rafting Company have completed preparations for timber rafting on an extensive scale at Belleville this season.

A big cut of lumber will be made in Penetanguishene this season. The two mills of Beck & Co. are expected to turn out a very large cut.

—Mr. E. Livingston, of Blyth, is busily engaged in cutting maple timber for the Scotch market. He has recently added hoop machinery to his mill.

—Messrs. Perley & Pattee, of the Chaudiere, have been making of late large shipments of lumber, by the C. A. R. to New York, and Burlington, Vermont.

—The C. A. railway shipments of lumber from the Chaudiere extension have been livelier of late and are expected to increase largely as the season advances.

—The mill owned by the Rathbun Company at Lime Lake was burned April 9th. Some of the workmen lost their tools. It is supposed the fire originated from the furnace.

—The net revenue derived from slides and booms for the fiscal year, 1888, amounted to $65,403.56. The authorized expenditure for collecting the same amounted $21,211.62.

—The firm of Patterson & Hall, Midland, has dissolved, Mr. Patterson, 13 Victoria Street, Toronto, assuming all liabilities. The business at Midland will be discontinued.

—Mr. Wm. Dunn, of Atwood, cut last season 1,000,000 feet of logs, mostly hardwood and pine. He has made up 18,000 cheese boxes this year and has 900,000 feet in stock.

—The car shops at Perth have closed down and in consequence a great many men are out of employment. The C. P. R. have at present all the freight cars that they require.

—Mr. I. Cockburn, of Gravenhurst, has taken out in his own camps in Cardwell and Humphrey, and by jobbers in Muskoka and Wood townships, an aggregate of five million feet.

—The Dominion of Canada Manufacturing Co. is seeking incorporation. The chief place of business at Toronto; capital stock $100,000; object, the manufacture of church furniture.

—The steam saw mill of Mr. John Urquhart at Moose Creek, on the line of the Canada Atlantic, was burned on the 7th ult. The origin of the fire was unknown, and there was no insurance on the property.

—The sale of the Shelburne planing mills and factory advertised to be sold on April 6th, under mortgage from Thomas [illegible] and [illegible] The present owners have paid [illegible] and the sale is withdrawn.

—The Canada Lumber Cutting Company, Belleville, established a year ago, are largely increasing their capacity. Engines and Boilers are being put in. A large hot blast dryer and a quantity of other new machinery is also being added.

—The cedar mill at Deseronto has been shut down for repairs. The engines and boilers received a thorough overhauling and many repairs have been effected elsewhere. The timber, shingle and tie departments have resumed operations.

—The running of the stocks of logs from Lake of Bays and Hollow Lake by the south branch Muskoka river, has been let to the Muskoka Mill and Lumber Company, and from Vernon Lake by north branch to J. J. O'Neil.

—Thompson & Co., have purchased from the Ontario Lumber Company, French River, the steambarge Lothair and three consorts. It is the intention of the firm to keep them plying in the lumber trade between the upper lakes and Windsor.

—Application has been made for the incorporation of the Dominion Lumber Company. The chief place of business of the company will be at Veuve City, in the Nippissing district, and its head offices at Toronto. The amount of the capital stock is to be $260,000.

—Simon Fraser, of Amherstburg, and John Shaw, of Forest, have purchased over eleven million feet of lumber in the Georgian Bay district, for this season's trade, six millions of which are of last year's cut. They have an extensive wholesale trade covering all the western parts of the Province, and they report the prospects for the coming season as very bright.

—The Lakefield Lumber Company's men have been withdrawn from the limits, and their mills at Lakefield have begun sawing on their reserve stock from last season. Their present winter cut of logs was all on their Burleigh limits near their mills at Lakefield. The Strickland's have cut 130,000 logs this season which involved the employment of between 150 and 200 men, and from 60 to 80 teams.

—A syndicate of English capitalists represented, by Montreal lawyers, have purchased extensive property in the tenth concession of Templeton, north east of Gatineau Point. It is proposed to commence the construction of dwellings for the miners in a few weeks, and a saw mill will also be erected there this spring. The capital stock will be $500,000. A Mr. Perkins, of Montreal, will be the manager.

—At a public sale of timber limits on the Kippewa, held at Ottawa, Parcel No. 1, berth 10, containing 41 square miles was purchased by Mr. Joseph Riopelle, of Ottawa, at $665 per square mile. Parcel No. 2, berths 12, of 40 square miles, and 13 of 33 square miles, was sold to Mr. Alexander Fraser, of Westmeath, for $310 per square mile. The limits were the property of Hurdman & Co., and realized in all $50,265.

—Mr. J. W. McLaren, long the active manager of J. McLaren & Co.'s concern, Buckingham, has retired to assume the management of the pulp mill. Mr. Alex. McLaren, son of the senior partner in the lumber concern, will take Mr. J. W. McLaren's place as manager. It is said that great improvements are to be at once made in the pulp mill, the business of which is growing day by day. All the old machinery is to be replaced by new of superior description.

—The saws invented and patented by Mr. B. W. Washburn of the Cedar Mill, Deseronto, says the *Tribune*, have been pronounced first-class by experts and manufacturers. As an illustration of the rapidity with which they cut we may state that the other day two men with one of the N. tooth cross-cut saws, cut through a twelve inch log in fourteen seconds, and it could, no doubt, be done in less time. A section of a log cut by one of these saws has been placed on our desk, from which it can be seen that each time the saw passed through it cut to a depth of one half an inch.

—Messrs John Bertram & Sons, of the Canada Tool Works, Dundas, have completed ready for shipment to the Polson Iron Works Co., Toronto, a machine which is a veritable jumbo in size and weight. It is a C size punching and shearing machine, is 15 feet long by 11 feet high, and weighs 25 tons. The two main castings weigh 8½ tons each. The main shafts are steel 8 inches in diameter. There are two fly wheels on the main shaft which weigh 1500 lbs. each to give momentum to the punch. It will punch a 3 inch hole through a 1 inch plate and shear 1¼ plate and can be converted into a double punching or double sheaving machine.

—A large deputation of lumber dealers from Toronto and Hamilton waited upon Messrs. Hickson, Sargent, Wainwright and others of the Grand Trunk Railway, at Montreal, and laid their grievances before those gentlemen. Up to the present time the railway companies which transport their lumber to deep water have been in the habit of weighing it at the point of destination instead of the place of shipment, and consequently it is alleged that, in the winter season especially, a great deal of snow and ice is included in the quantity upon which the freight is calculated. The object of the deputation in calling upon the officers of the company, was with a view of having this grievance removed. A full discussion was entered into, and the deputation retired, fully impressed that their mission would not be in vain.

—Messrs. Mickle, Dyment & Son have completed a very successful season's saw logging operations The stocks taken out are as follows:—In the townships of Oakley and Hindon (five camps)—ten million feet; from Sherbourne and Ridout townships—five million feet. These fifteen millions will be watered in Black river and taken to Barrie and Bradford mills for manufacture. From the townships of Draper, Macaulay, McLean, Ridout and Sherbourne—fifteen million feet will be brought down the Muskoka river and lakes Rosseau and Muskoka to Gravenhurst for manufacture at the mills there; and an additional two million feet from the lakes will be manufactured at Clark's mill, Windermere. With about two million feet on Muskoka bay, left over from last year, the firm will have a grand total of 34,000,000 feet to be cut into lumber during the ensuing summer.

—The *Algoma Advocate* says that work has been resumed on the new mill by an order from Mr. Dyment, and it is to be got ready for operations as soon as the weather permits. Mr. Dyment intends that this mill shall far surpass any other on the North Shore. and is accordingly having all the very best machinery erected to obtain this end. One of the many improvements is the addition of a set of gang saws, which will increase the cutting capacity to 80,000 feet a day. Another valuable addition is the steam feeder which will have a greater speed and a steadier motion than the old friction feeder. The carrier has necessarily been made to have double the carrying capacity of the old one, and is placed in a more convenient position to the slash and trimming tables. An entirely new and more substantial tramway is to be built in the shape of a circle, and horses will be used in hauling away the cut lumber to be piled. A new pump has also been placed in the engine room to which will be connected a two and-a-half inch iron pipe leading to several parts of the mill for fire protection.

—Ten or twelve years ago it was no uncommon sight to Torontonians to see huge rafts of timber being towed out of the bay and down lake Ontario. Of late years this practice was abandoned, and all the timber and heavy logs coming from the north and bound to Quebec and other eastern ports have been carried by the different railroads. This year, however, promises to see a revival on a large scale of rafting. For some weeks past the Canadian Pacific Railway Company have been dumping great quantities of huge timbers into the water between the Queen's wharf and the old Northern lumber dock. A boom is stretched across the water to prevent these logs drifting away. The Grand Trunk Company have followed suit, and recently a long train containing some enormous pieces of timber, mostly white ash, many requiring two flat cars to carry them, was side-tracked between the Grand Trunk and Northern elevators at the foot of Brock street, and one gang of men were busily engaged in placing a boom, while others were dumping the timber into the water. All of this timber comes from the north over the Midland, Northern and Grey and Bruce roads, and is consigned to the Collins Bay Rafting Company. Its destination is said to be Quebec.—*Empire.*

QUEBEC.

—Quite a fleet of lower port vessels have been chartered for Montreal to carry lumber to South America.

—Frank B. Howard, of Montreal, has obtained a patent for an apparatus for manufacturing hollowware out of pulp.

—Mr. Finnan Dugas, ex-M. P. for the county of Montcalm, and the owner of several extensive saw mills, died suddenly recently.

—Spruce trees in Quebec are being killed in large numbers by a small fly, said to be ⅝ of an inch long, brownish in color and bearing four wings.

—A number of Quebecers are applying for incorporation as The North Pacific Lumber Co., Limited, with the chief place of business at Ottawa and a capital stock of $100,000.

—Wenceslas Drolet, an employe who was working a circular saw in Geo. Cole's saw mill at Baie St. Paul, was recently killed by a piece of wood which flew from the saw, fracturing his skull and the bones of his face.

—Messrs. Dobell, Beckett & Co., Quebec, shippers of lumber, are said to have purchased considerable quantities of timber since the close of navigation. Amongst the lots are the following: Francis & Bechard's raft about 125,000 pine; Thistle & Carswell's raft, about 300,000 pine; Gale & Booth's raft, about 340,000; Bryson & Co.'s raft, about 100,000; McCormack's raft, about 50,000; Hurdman's raft about 160,000.

—Mr. E. B. Eddy is going to dispose of his large saw mill and piling grounds in Hull, together with his valuable timber limits on many of the tributaries of the Ottawa. On these limits are large and well cultivated farms and depot buildings. The whole of the property is valued at $1,250,000, and will be sold by auction at the Russell House on the 14th of August. Mr. Eddy is relinquishing the lumber business for the exclusive purpose of going into manufacturing.

BRITISH COLUMBIA.

—John Frederickson will start a shingle mill near Oyster Harbor, Vancouver Island.

—Captain Armstrong, of Golden, will build a saw mill at Oliver's Landing on the Columbia river.

—The Chemainus Mill Company, it is said, will open lumber yards in Nanaimo and other centres of British Columbia

—Leamy & Kyle, Vancouver, contemplate putting in increased power and machinery in their mills, on False Creek, including a Corliss engine.

—Mr. T. L. Ruggles, of California, and James Anderson have bought the Vancouver Company's saw mill (late Grady & Anderson), and are now engaged in putting in new machinery.

—The increased traffic between Vancouver and the Orient has necessitated additional facilities. Commencing May 1st a steamer will arrive and depart every twelve days instead of monthly as before.

—The new company which has taken the Chemainus mill, B. C., has appointed a Mr. Peabody as manager. It is said to be the intention of the new company to erect three large saw mills in different parts of the province during the coming summer.

—The Royal City Planing Mills Co., Westminster, are manufacturing 105 land rollers for Sir John Lister Kaye, for use on his farms in the territories The rollers are turned ou tof fir logs and are said to be heavy enough for all purposes without weighting.

—The Canadian Pacific Railway has made a material reduction in the rates of freight on lumber and shingles in carload lots from British Columbia coast points to Manitoba and the Territories. The new schedule of rates amounts to a reduction of about one-eighth.

—An order in council has been passed extending the time for homesteading in the railway belt in British Columbia to the 1st January, 1891, and increasing the price of lands in the belt, which are sold for agricultural purposes without conditions of settlement, from $2.50 to $5.00 per acre.

—*Truth*, of Donald, says: This week Garden, a Dominion land surveyor, surveyed four mill-sites on the banks of the Columbia east of Donald. One of the four has been applied for, and that by a gentleman largely interested in the saw mills at the Beaver. Garden also surveyed four sites at Revelstoke, all of which are applied for.

—A bill is before the British Columbia Legislature to incorporate the Victoria Lumber and Manufacturing Company. The capital stock of the company will be $1,000,000, divided into 10,000 shares of $100 each. The principal shareholders are W. J. Macauley, of the city of Victoria, John E. Glover, W. H. Phipps and J. A. Humbird, of Wisconsin.

—The new McLaren-Ross Lumber Co., which will operate in British Columbia, has a capital of $500,000, of which $350,000 is paid up. The company purchased some time ago, a site on the Fraser River, near Westminster, upon which they proposed to build a large mill. The agent now declares that the mill will not be built on this property, unless the council of Westmeath agrees to locate the proposed railway bridge across the Fraser at some point above the mill, as it is claimed that the bridge would interfere with the passage of large vessels to the mill. The council objects to locating the bridge above the mill, as the bridge is to be used for general traffic as well as railway purposes, and such a location would be too far from the city to render the bridge valuable or convenient for general traffic.

MANITOBA AND THE NORTHWEST.

—Mr. W. C. Larkin, Brandon, Man., will erect a planing mill.

—Brown & Rutherford took out about 25,000 logs at Fisher Bay, Lake Winnipeg, during the season.

—A Board of Trade has been organized at Rat Portage, to be known as the Board of Trade of Rainey River.

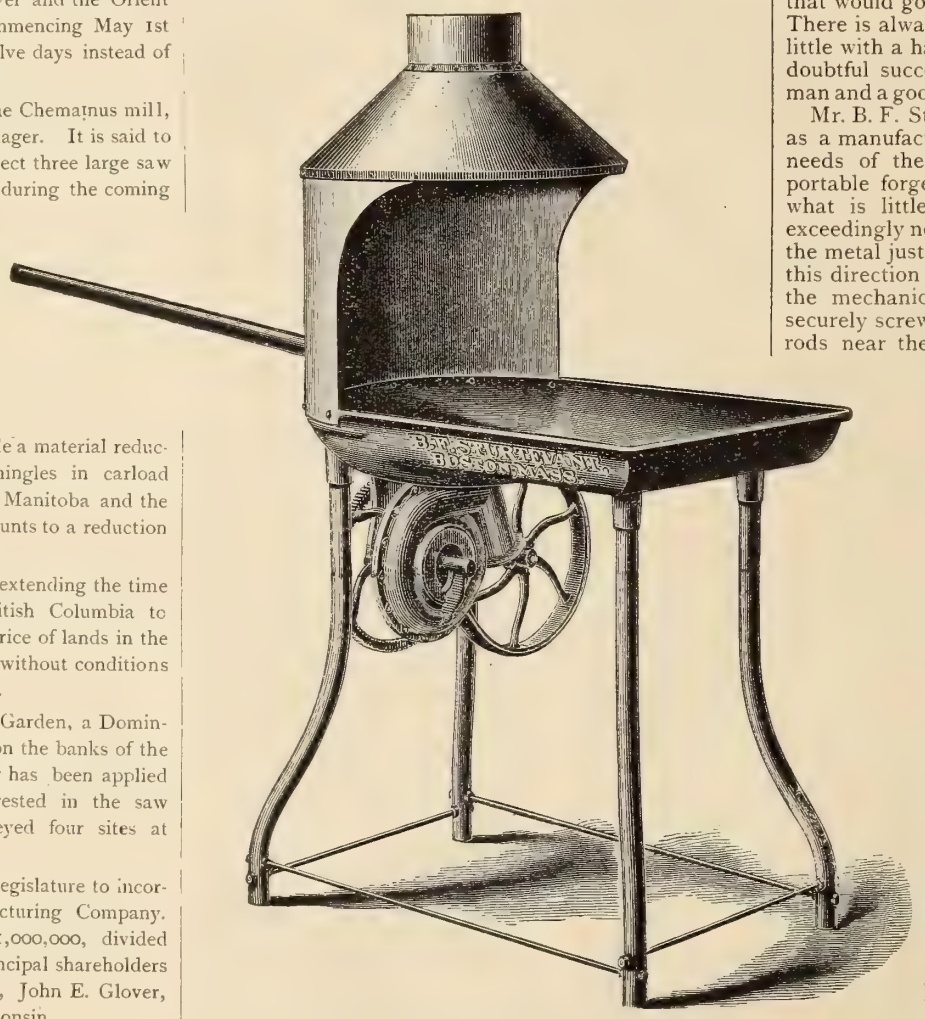
—Messrs. Ackerman Bros., Westminster, are building a planing mill and sash and door factory, having purchased property at that place for the purpose. A small saw mill will also be built to run in connection with the factory.

—J. A. Christie's new saw mill at Brandon will soon be in running order. They are putting in the engine, boiler and machinery.

—Messrs. Knight Bros., of Popcum, are rebuilding their saw mill, and have purchased additional machinery which will double their output.

—Official reports from the Icelandic settlement in the Northwest Territories state that their settlers have sawed about 3,000,000, feet of lumber during the past year. They have two saw mills, two steamboats and a number of barges, which they are working in connection with their mills.

—The Eau Claire Lumber Company, of Galgary, says an exchange, will be permitted to purchase the land now leased from the Dominion Government, upon which its mill stands, at a certain valuation fixed irrespective of the buildings and improvements placed on the lands by the company, and the additional value the lands may have gained thereby. The application of the company to be allowed to construct a dam across the Bow river, has been referred to the Department of Public Works. The Eau Claire company contemplates the erection of a roller flour mill at Calgary, but before doing so, wishes to attain the ownership of the leased lands now used by the company, and also to acquire the right to construct a dam on the river.



THE STURTEVANT PORTABLE FORGE

NEW BRUNSWICK.

—George V. Hammond, general trader and lumberman, of St. Leonard's, Victoria county, has made an assignment.

—A large number of lumber operators of New Brunswick, recently held a meeting at St. John, to discuss the Lumber Inspection Act now before Parliament. Nearly all the mill men of the St. John river were represented. A resolution was passed that the Act "is unnecessary and wholly inapplicable to this province, and that a committee be appointed to memorialize Parliament not to pass the law, or else to limit its operations to other provinces."

NOVA SCOTIA.

—Thirteen new vessels were built at the shipyards in Lunenburg last year, with a total registered tonnage of about 1,200 tons. The cost of these vessels when completed and ready to sail is about $60 per ton register.

—Eight hundred men have been thrown out of employment in Lunenburg county within the last year, by the closing down of three of the large mills on the La Have River, the law prohibiting the depositing of sawdust in navigable streams having been put into force there. The firms mentioned were fined several times and finding that the law was to be enforced, chose to shut down their mills rather than run them by steam.

Ottawa Forest Exports.

Forest products exported from Ottawa to the United States, from the records of the Ottawa Consulate, for the Quarter ending March 31st, 1889.

	Quantity	Value.
Lumber, sawed	26,326,855 ft.	$387,521.67
Laths	6,747,450 pcs.	7,938.71
Hemlock Bark	994 cords	5,020.00
Railway Ties	9,575 pcs.	1,932.80
Shingles	562,500	1,033.20
Box Shooks		56,785.11
Poles, Hop	77,805 pcs.	331.00
Posts	580 pcs.	51.60
Wood	24 cords	24.00
Doors and Mouldings		822.00
Pickets	373,949 pcs.	2,293.13
Total value of exports		$463,753.22
The lumber as above was shipped as follows:		
Lumber for Consumption	16,458,228	$232,745.70
Lumber in bond for export	9,868,627	154,775.97
Total	26,326,855	$387,521.67

THE STURTEVANT PORTABLE FORGE.

No establishment is fully equipped for its work unless provided with that indispensable article, a portable forge. Many a dollar is saved by its presence that would go into the pocket of the village blacksmith. There is always some man in the mill who can tinker a little with a hammer and red-hot iron, sometimes with doubtful success, but as a rule the presence of such a man and a good portable forge are a great convenience.

Mr. B. F. Sturtevant, of Boston, Mass., so well known as a manufacturer of blowers, has well considered the needs of the forge using public, in the design of the portable forge presented herewith. He has produced what is little looked for in this line, an article of exceedingly neat design, light and graceful outline, with the metal just where it is wanted for strength. Care in this direction bespeaks equal thought in the design of the mechanical arrangements. The legs which are securely screwed into the pan are kept rigid by the tie rods near the floor. The hood is not constructed of the ordinary stove pipe iron, but is of substantial steel plate. The pan, of cast iron, is of double thickness and is lined with asbestos, which prevents the heat from cracking the main pan, or affecting the running gear, which is strong, simple, and is easily operated. The blower, the all important part, is made in the same thorough manner as the regular Sturtevant Steel Pressure Blower, so celebrated throughout the world. The boxes are carefully babbitted, the shaft is of steel and the wheel of galvanized sheet steel. The blower is guaranteed to give a stronger blast than any other wheel made. A three or four inch weld can be made with ease in a few minutes. The height of forge to the top of the pan is 31 inches, and the size of the pan, 22x33. (A larger size of the same design is made with the pan 26½x38½). The diameter of the fan is 10 inches, while the total height to the top of the hood is 56 inches and the total weight 157 pounds, (173 pounds in the larger size).

It is in all respects superior in material, workmanship, capacity and durability, and while designed for all classes of work, it is especially adapted to wagon and carriage smiths, woodworking establishments, job shops, on ship board, plantations, farms and the like. Further information may be had of the maker.

JOTTINGS FROM TORONTO.

Mr. Patterson, of the late firm of Patterson & Hall, of Toronto and Midland, is engaged in organizing a new company (limited) for the purpose of carrying on and extending the business of Patterson & Hall. They are now seeking incorporation, a full account of which will appear in our next issue. The company as soon as they are organized, will open a wholesale lumber yard in Toronto.

Robert Thomson & Co., the well known lumber firm of Hamilton, have opened out a branch establishment at 103 Bay St., Toronto, under the management of Mr. Thos. Meaney. This is a highly respected firm and we predict for them a good share of the trade of Toronto. They still have on hand and for sale 25,000,000 of last year's stock. We call attention to their card in another column.

The new firm of James Tennant & Co., now occupy the premises of the late firm of Christie, Kerr & Co., 9 Victoria Street, Toronto, and will carry on business at the same place. Both members of the new firm are well known to the trade.

Messrs. Burland & Co., wholesale dealers in lumber, Church St. Toronto, are now under way and are doing a fair share of the trade. Mr. Burland is a young man pushing and energetic, and thoroughly up in the business. See their card in another column.

HOME AND FOREIGN TRADE REVIEW.

Office of CANADA LUMBERMAN,
April 29th, 1889.

Local trade is generally very good throughout Ontario. During the winter months dealers throughout the Northern and New England States expected a very active trade but this has not be realized.

There is no scarcity of lumber or shingles, and buyers take hold very sparingly in view of the general feeling that prices are or will be lower. Even with a continuance of the scarcity of water in many of the smaller streams the general belief is that there will be an abundance of logs to keep the mills of Canada pretty well supplied.

Shingles are lower in price and only standard brands are wanted at all. To meet the requirements of the trade Canadian manufacturers should take more pains in the manufacture and putting up of these goods.

Ash and basswood are this spring feeling more than ever the competition from the states bordering on the eastern provinces, and this is notably the case as regards Michigan and Wisconsin.

While some sales of cuts that are above the average have been made at even higher figures than last year, since the views of buyers to-day average lower than the markets closed last fall. Our correspondent from the Ottawa district writes: "We have thought that there would be a steady business the whole of the season, but do not see any prospects of an advance—indications are to our minds a little the other way, in fact quite so. Notwithstanding the short time we had sleighing through the section of country north of here and Peterborough, still a full supply of logs has been taken out but the cost will undoubtedly average something higher than the year before. There is a difference of opinion among manufacturers as to prices being sustained."

The absence of rain has created some consternation among river lumbermen, and the indications at present are that most of the cut will spend the summer in the dry beds of the smaller streams. The early and rapid thaw melted the ice in the smaller streams, and there being no spring rains of any consequence, there in not water high enough to float the timber. It is estimated by lumbermen this will be the cause of the decrease of fifty million feet of lumber next season. This season's cut at the mills will be covered by the logs held in reserve. All the mills at the Chaudiere have commenced sawing and the first lumber tow of the season left for Montreal on the 24th. Square timber, cut last winter, is already on the way to the Quebec market. A large raft belonging to Thistle, Carswell & Co. pulled out, Thursday, from Klock's mills on the Ottawa. The raft contained 160 fine cribs, and the owners expect the lumber will be delivered in Quebec by the 10th of June. With one exception, this is the earliest period on record which square timber has been started for the Quebec market.

Our correspondent at Goderich, Ont., under date of April 27th, writes: Navigation opened here about a month earlier than other years. Some lumber, lath and shingles have already arrived. It is expected the usual quantities of lumber will be transhipped at this port during the current season. The imposition of 3 cents per M. feet as harbor dues by, and in addition to heavy rents paid to, the Government by lumbermen, will not it is hoped very materially lessen the volume of business done here, though lumbermen know 3 cents sometimes turns the scale from profit to loss. Prospects for business over this part of Ontario are fair. Retail dealers, plaining mill and factory men are now in most cases, careful and judicious purchasers and the results are seen in prompter payments and fewer failures. The car service has been all that could reasonably be expected, and as regards extra freights no complaint can justly be made.

There has been an increase in the cut in New Brunswick at many of the leading points. Above Grand Falls 50 per cent more lumber has been put in over last year. Ice was running on the 20th in the Madawaska river—logs mixed with it. Unless there are copious rains many drives will be hung up, as there is not sufficient snow to depend upon. As usual lumbermen lose a few days of good driving owing to their tardiness in getting to work in time. A very few have commenced driving.

The agreement arrived at between the ship laborers and the merchants, shipowners and stevedores seems to be fairly equitable. They are to be paid from April 1 to November 1, $3 per day on sailing vessels and $4 per day on steamers; from November 1 to April 1, $2 per day on sailing vessels and $3 per day on steamers. Employers select their own crews, and many employ six seamen on ships and four on barks in loading and discharging. The employers agree to give their work exclusively to Union men except as above provided.

The total export of railway ties in 1888 from the maritime provinces to the United States was 489,146 of a total value of $92,206, and by reference to the statistics of the trade of Moncton we find that during the same period Moncton exported 220,805 railway ties, practically one-half of the total export of the pro- [illegible] its importance as a lumber centre.

Railway ties are admitted into the United States free of duty, yet the trade has undergone considerable change within the past few years. Shippers find it hard to make contracts at 28 cents where they were nearer 38 a few years ago. As they pay 7 cents freight by vessel to Portland, 9 for cedar and 10 for other kinds to Boston, and 13 to New York, besides railway freights, labor in handling and commission charges, there is not a large margin after paying the first cost. The fact that the entire export of railway ties from the Maritime provinces to the United States, admitted as they are duty free, does not exceed the number required for renewals on the Intercolonial railway alone, to say nothing of renewals on other roads and the requirements of new lines, is significant.

Pulp wood is another article which has of late been quite extensively shipped from Moncton. The wood costs about $2.50 per cord, and the freight is $3.50 to Providence, where it is admitted free of duty. The kinds of wood most in demand are spruce and poplar. The latter wood is not considered of any value in this country, and the export is a clear gain.

From the reports of sales in England and reports from other sources, quite an impetus is expected to be given to all branches of trade in Quebec and the greatest boom in the lumber trade that has been experienced for many years is expected. Freights are high and there is a good demand for ships. Quebec trading vessels are many of them unavailable, having been tempted to accept coal freights for South American ports in consequence of the favorable charters offered several weeks ago. They will undoubtedly come to Quebec after their return to British ports, but it will be near mid-summer before the majority of them need be looked for. Then we may expect to see a large timber fleet in port. The officials of the cullers' department are making preparations for a big season's work this year. It is stated that the quantity of square timber coming to the market will largely exceed that for many years past. A rough estimate places the quantity made during the winter at about thirteen million feet. The following steamers have been chartered to load deals and timber at Quebec and Montreal for the United Kingdom:—"Capulet" (1,416 tons), "Avlona" (1,279 tons), "Elbe" (1,748 tons), "Guy Colin" (1,463 tons), all at 65s; also, the "Austerlitz" (1,076 tons) and "Thornholme" (1,101 tons), at 68s 9d.

There is a marked renewal of life in the trade in the eastern States, and much interest is manifested in the prospective opening of the New York canals. New York and Philadelphia are booming in the building trades, the consumption of lumber is very large, and the lesser cities appear to be doing their proportion of improving. At Boston their is very little change in the condition of the market but a good demand for lumber is looked for later on. Spruce lumber of all kinds continues firm. The export trade from New Yord is much more active, shipments are heavy and are likely to continue for some time, as orders are in good supply and only held in check by the scarcity of vessels. Trade at Cleveland is dull and prices are unsettled. There is a good consumptive demand at Chicago but the shipping requirement is anything but satisfactory. At Minneapolis the market is quiet and lumber is selling lower than it has for a long time.

FOREIGN TRADE REVIEW.

Referring to the unusual winter shipments from Montreal, via Boston to the London market, indicating a desire on the part of shippers to get their goods early in the market, a London trade journal says: These shipments cannot leave a satisfactory result to the exporter, and it may be hoped that this will prevent their continuance as in the general interests of the trade it appears undesirable to interfere with what has heretofore been the close season for Canadian deals. We trust that the comparative bareness of this market, as regards pine deals, will not lead the shipping houses to overdo us with consignments. This they could easily do, as there is no shortage on the other side, but it probably would not prove profitable business. At present there is a fair demand for 1st and 2nd quality with a sufficient supply. Considering the scarcity of 3rd and 4th the demand for these is remarkable for its sluggishness. Although we anticipate a fair consumption for these qualities in the future, this may easily be checked by high prices (which are a necessity if shippers are to make any profit), freights being higher than last year, and the forward contract prices in Canada, taking them all over, the highest on record. When prices of pine deals from any cause reach a very high level, consumption is checked by the substitution of whitewood or other goods. The accounts from the Clyde, Tyne and other shipbuilding ports continue to be very encouraging. It is said that it is almost impossible to make a contract for a steamer in any of the well-known ports for delivery this year. Ship-builders have their hands as full of work as they care to undertake.

Messrs. Simson & Mason's London wood Circular says: During March a good volume of business has been transacted, although prices have not continued on the advance as in the previous months of this year.

During the month the dock stock of pine deals has been reduced by 135,000 pieces, and we carry forward 560,000 pieces. At this rate of consumption there will be but an insignificant balance remaining when fresh arrivals come forward. Prices firm.

The present supply of spruce is very short, viz., 360,000 pieces, against 395,000 in 1888, 716,000 in 1887, and 880,000 in 1886, consequently prices have been well maintained. With the good demand and high values ruling at the great spruce centres, enhanced freights from the spruce ports, and the continued firmness of the Baltic white, this is likely to continue. Stock reduced 90,000 pieces during the month.

Some fair lines of yellow pine and ash changed hands at good rates. Deliveries during the month embrace 310 loads of ash and elm and 130 loads of birch. Of ash and elm there is scarcely a month's consumption remaining on hand, the total amounts to only 390 loads! The market is open for the new imports.

The wood circular of Denny, Mott & Dickson, under date April 2nd, says:—The demand for Yellow Pine, Oak and Elm has been dull during last month, but the stocks are so bare that holders are certain of realizing them at good prices long before the high-priced new season's shipments can come to hand.

A moderate amount of business in Pitch Pine has been transacted at extreme rates for sawn logs; hewn timber being very scarce with slow demand. The first cargo of the new season's shipment is now in dock, and as stocks become replenished with arrivals of steamer cargoes, it remains to be seen if present high quotations will be sustained in face of the recent heavy additions to the stock of Memil Fir timber, which latter can now be brought in at much lower prices than Pitch Pine.

Recent arrivals of fresh Fir timber from Memel by steamers have swelled stocks to about 9000 loads, and more is to follow; there are now about 4000 loads more in the ponds than in the corresponding month of 1888. Demand has been fairly active and may be expected to increase as the import price of Fir now being much less than that of sawn Pitch Pine, it should compete more successfully with the latter than it has been able to do for years past. Prices continue steady, and no appreciable fall is to be expected until easier freights contribute to lessen the import cost.

PERSONAL.

Mr. John C. Whyte, of the firm of F. G. Strickland & Co., machinery agents, of New Westminister, B. C., paid us a visit last month. Mr. Whyte reports business good in the Western Province, and the lumber business rapidly increasing on the Pacific Coast.

A representative of the firm of Porter, Robertson & Co., wholesale lumber dealers, 31 Adelaide Street East, Toronto, made THE LUMBERMAN a call last week. This is a new firm just started in business, and we wish them every success in their new enterprise.

John McLaren, who for three years has been head bookkeeper of the Grape Sugar Refining Company, at Walkerville, goes to New Westminster, B. C., where he will manage the finances of the McLaren Ross Lumber Company, who have purchased a large tract of land in the western Province.

Mr. Levi Booth, foreman for Mr. J. R. Booth, lumber merchant, Ottawa, was recently stricken with paralysis. He had just returned home from a tour through the lumbering districts of the west and the southern States, where he has spent the past winter. We understand he is in a fair way for recovery.

We received a call last week from Mr. W. R. Rawlings, travelling agent for the well-known firm, The R. H. Smith Co. (Limited,) saw manufacturers of St. Catharines, Ont. He says their saws are fast growing in favor and showed us some fine testimonials. He reports trade good and prospects very encouraging.

SALE OF VALUABLE

TIMBER * LIMITS

SAW MILLS AND LUMBER BUSINESS.

TENDERS

Will be received by the undersigned at their OFFICE IN KINGSTON, up to **Thursday, 20th June Next.** For Valuable Timber Limits, comprising 110 square miles, situated in the Townships of North and South Canonto, Darling and Lavant, in the Counties of Frontenac and Lanark, in the Province of Ontario, on the Madawaska, Mississippi and Clyde Rivers.

These limits largely contain pine, and have convenient water ways, greatly facilitating the driving of logs.

A FIRST-CLASS STEAM MILL is situated in their centre, equipped with modern machinery, including Dressing, Lath and Shingle Machines, all in perfect working order. There are spacious piling grounds, containing three sidings from the main line of the Kingston and Pembroke Railway, giving every facility for handling, loading and shipping to a well-established and growing retail connection in Kingston, which has also unequaled advantages for shipping by rail or water.

AT THE MILL are about 18,000 pine logs, which the purchaser can have at cost. Plant and rigging for the working of the business are all in good order, and will be sold with the properties.

AND AT ALMONTE.

A STEAM SAWMILL AND MACHINERY,

situated on the Mississippi River, together with spacious and convenient yard, containing about eight acres, with siding from Canadian Pacific Railway, and a well-assorted stock for an established retail trade.

Parties may tender separately for the Mills and Limits. Possession given immediately. Terms easy.

Full particulars can be obtained on application to the undersigned.

A. CALDWELL & SON,
Lumber Merchants, Kingston, Ont.

CANADA'S WOOD-WEALTH.

The Hon. H. G. Joly de Lotbiniere's Sommerville lecture on "The Forestry of Canada" should be read with more than passing interest, and should be taken to heart by every Canadian.

Forestry, Mr. Joly said, was one of those subjects which did not awaken the interest it deserved in Canada. This was regarded in Europe as the land of forests, and we should feel proud of the natural advantages which Providence has bestowed upon us in this respect. Two hundred years ago, under the old French regime, the attention of the Governors was called to the fast disappearance of wood in the neighborhood of Quebec. He pointed to the comparative absence of trees in the North-West of Canada, and strongly advocated the systematic cultivation of new ones by Government aid. The white pine, the treasure of our forests, was fast disappearing and deteriorating in quality, while each year they had to go farther than ever to find it. He laid down as an admitted fact that the presence or absence of forest land influences very largely the water-courses.

There was a very unreasoning prejudice against forestry, Mr. Joly went on to say, even among lumbermen, who supposed that it meant the stoppage of the entire timber trade of the country. Whereas, just the contrary was the case. He held the true meaning of forestry to be the cutting down of trees on a judicious and systematic scale at a proper season, so as to promote the growth of their fellows, by which means they could continue to enjoy forever the advantages to be derived from forests, instead of precipitately exhausting their sources of supply. The forests of Quebec belong to the Crown, under an ancient deed of conveyance, and he felt that they must look to the Government to be careful in their preservation and maintenance of this responsible trust. They were certainly far from doing all that they ought to do; but, at the same time, there was some good and hopeful features about their administration.

He warmly approved the amended Dominion Act of 1883, by which the Governor-General was entrusted with large powers of maintenance of the forest slopes of the Rocky Mountains, and urged the more general application of the spirit and intention of this law to all the disafforested lands of Canada. He quoted the opinions of our neighbors across the border, who admitted that though our methods in this respect were crude and undisciplined they strongly upheld the fact of the title of ownership being wholly vested in the Crown instead of being sold outright to the purchasers of timber limits. This, he urged, should teach them that there was still time to profit by the hard-earned experience of the past.

Giving a number of practical suggestions for the guidance of those having authority over the forest lands of Canada, Mr. Joly strongly urged that there should first of all be a rigid classification of lands, or arable lands, showing the difference between agricultural and non-agricultural lands, or arable lands and those only fit for the growth of timber, and declared it to be a most refined species of cruelty to force the poor unfortunate settlers to take up land which was wholly unfit for agriculture. Next, he held it to be wrong to force the timber limits on the market, saying he never saw advertised the sale of these limits—over thousands and thousands of miles of country—without feeling sorry; then he urged the regulation of the size of timber, the discontinuance of the manufacture of square timber, and resistance to the strong effort being made to remove the export duty on logs. His final point was the preservation of our forests from fires, and he was glad that the Governments both of Quebec and Ontario were disposed to enforce this latter by calling on the limit-holders to contribute one half the cost of ensuring a thoroughly efficient means of protection. In Canada they, unfortunately, possessed no school of forestry, and he knew not when they would get one; but it was a healthy sign of the times that the era was now past when the settler regarded the lumber on his holding as his worst enemy. He was no longer obliged to sacrifice it to the flames; but now that the railway system carried the iron road to some of the remotest corners of the Dominion he was able to dispose of his incumbrance to more pecuniary advantage.

As to the creation of new forests, it was principally in the North-West that we wanted them. Throwing out some valuable hints as to the means to be taken to re-afforest the country, Mr. Joly urged the cultivation of such trees as the ash-leaf maple which gave almost as large a percentage of sugar as sap-maple itself, and the black walnut, which was even more valuable than mahogany. This latter required a better quality of ground than ordinary timbers, but there were vast tracts of virgin soil, never broken by the plough, which could be utilized for this purpose. The Government, he urged, should make the most liberal experiments with the view of securing the very best results for the different localities of Canada and said this could be done at a very little expense. The whole machinery was practically at hand, as the Government had stations of mounted police at various points along the prairie which could be made into depots. If only now in the Province of Quebec, after all its neglect and spoilation, the vast areas of former forest land were to be properly kept from the ravages of the cattle, it would do much towards re-afforestation. In conclusion, he spoke strongly in favor of the advantages already derived from the institution of Arbor Day; and above all urged the duty of instituting a thorough system of education on this subject in all the schools of Canada in order that the young and rising generation might be drilled in a course of moral and mental gymnastics, teaching them all that was to be taught in connection with tree planting, and giving them practical lessons upon it, besides inculcating the great moral truth contained in the lesson of not living selfishly for themselves alone, but for the benefit of the generations that were to follow.

THE TIMBER INSPECTION BILL.

The act respecting the inspection of timber and lumber brought before the House of Commons by the Government is in many respects very distasteful to the manufacturers of sawn lumber. Under the meaning of the act the terms timber and lumber mean sawlogs, square timber, planks, boards, deals, scantlings, masts, spars, handspikes, oars, lath, lathwood, shingles and staves. Four inspection districts are established, the Maritime District, consisting of the Province of New Brunswick, Nova Scotia and Prince Edward Island; each of the three provinces, Quebec, Ontario and British Columbia constituting a district. Boards of examiners are to be appointed by the governor-in-council, who will also appoint a chief inspector for each district, who are to receive salaries not exceeding two thousand dollars per annum each; and the governor may appoint so many inspectors or measurers for each district as he may think necessary, but no one will be so appointed without a certificate from the board of examiners of his district representing his fitness in respect to the classes of lumber or timber he is appointed to inspect, excepting, however, certain officials now in the office of supervisor of cullers, at Quebec, or who are, at the passing of the act, surveyors, cullers or measurers of timber or lumber under the law then in force.

Neither the chief nor any inspector may traffic directly or indirectly in any timber or lumber they are appointed to inspect, under a penalty of not more than five hundred dollars or less than two hundred dollars, besides forfeiture of office.

All inspectors are sworn to perform their duties faithfully and impartially, and are to furnish bonds to the Queen, which shall avail to the Crown and to all persons who may be aggrieved by any malfeasance of office.

Every inspector is to hold himself in readiness to execute the duties of his office from daylight till dark on all days but Sundays or holidays, and for each neglect of duty shall forfeit eighty dollars to the person injured by such neglect.

The governor in council may establish regulations establishing a tariff of fees for inspection and reinspection. The board of examiners are to determine the classification of timber and lumber for each district.

The act does not oblige any person to cause any timber or lumber to be inspected. All inspection fees are to be paid to the inspector for his own use, and their fees are a special lien on the timber or lumber inspected. When there is an inspection the party requiring it shall be entitled to reimbursement of the cost of inspection from the vender. In case of dispute between buyer or seller and the inspector, the aggrieved party may demand reinspection by three inspectors duly qualified, one each to be appointed by the parties to the dispute, and the third to be named by the two so appointed.

The party requiring the reinspection to pay cost of same in the first instance, and if first inspection is not confirmed he may recover the cost from the first inspector.

The act further defines the penalties for changing inspectors' brands or marks, counterfeiting brands or marks and for acting as inspector without legal authority.

It is further provided that every manufacturer of timber or lumber shall, on or before the first day of March, in each year, register his name in the office of the chief inspector for the district, paying a fee therefor of ten dollars, excepting manufacturers whose annual output is less than a million feet B.M., or its equivalent, each of whom shall pay a registration fee of two dollars.

Every manufacturer of timber or lumber shall transmit to the chief inspector of the inspection district, before the 1st day of March in each year, a statement made up to the 31st of December preceding, and containing the following details: The quantity, in tons, of forty cubic feet of square timber; the number of saw logs produced, purchased and which reached the mill, stating the slides or other public works through which such square timber or saw logs passed; the number of logs sawn; the quantities of timber or lumber produced during the year, designating, as nearly as possible, the proportion of each class of timber or lumber produced. Such statements are to be verified under oath, and every manufacturer neglecting to furnish such statement within the time fixed incurs a penalty of one dollar a day till it is finished. At the time of making this statement each manufacturer shall pay to the chief inspector one-fifth of one cent for every thousand feet board measure, or its equivalent of timber or lumber manufactured by him, except square timber; and a sum of one-tenth of one cent for each ton of forty cubic feet of square timber manufactured by him. The revenue thus derived to form a fund, together with any moneys voted by Parliament, for defraying the expenses of carrying out this act. It is also provided that certain annuities are to be paid out of the fund. The act to take effect by proclamation of the Governor General.

The Ottawa correspondent of the *Lumber Trade Journal*, commenting on the bill, says:—It will be noticed that the inspection of lumber and consequent fees is not compulsory, and, in fact, would be impossible of fulfillment under existing circumstances if it were so, as nearly all our manufacturers have different methods of grading, very few of them agreeing as to what constitutes the several qualities of lumber, excepting, perhaps, the best grades. Therefore, there can be no objection on this score. The great trouble is in that part requiring manufacturers to register and pay a tax on their output. Consequently the bill will meet with determined opposition from the lumbermen, and unless they can prevail on the government to modify it in this regard, it is likely to become law, for the most of our legislators act as if they thought the lumber trade so prosperous and continuously profitable that it is unreasonable on the part of lumbermen to object to the ridiculously low tax of one-fifth of a cent per thousand feet, levied to meet the cost of providing an elaborate system of inspection. Doubtless many lumbermen will be pleased to see a staff of saw log inspectors established, composed of men who have proved their fitness as such by an unbiased board of examiners, who, being sworn to perform their duties without fear or favor, and who are, besides, liable to severe penalties for negligence or partiality in the preformances of their duties, and who are appointed by the government, not as a reward for political services, but simply on their merits. For with such a staff in the woods the continual trouble between lumberers and contractors and with the provincial governments as to alleged shortages in returns would be at an end.

B. F. Sturtevant's Patent Progressive Lumber Dry Kiln.

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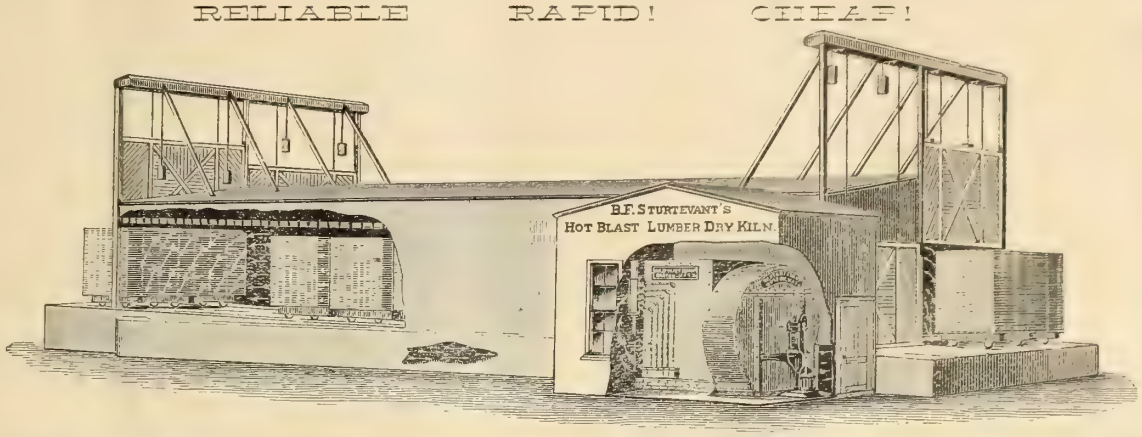

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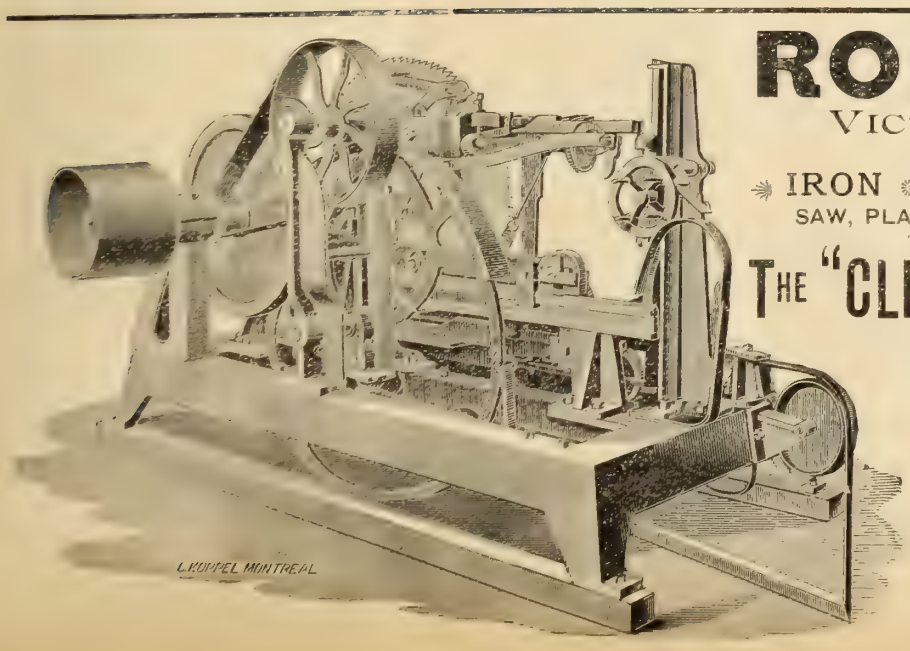

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Manufacturer of Every Description of

IRON AND WOOD-WORKING MACHINERY,

SAW, PLANING, SHINGLE AND SAWING MACHINES, ENGINES BOILERS, &c.

The special attention of lumbermen is directed to the accompanying illustration of

THE "CLIPPER" SHINGLE MACHINE

With all the Latest Improvements, and will deliv the best machine in the market.

PRICE LIST: Shingle Machine $300.00; Drag Saw complete $90.00; Jointer $40; Knot Saw Machine, $[illegible]

LONGFORD MILLS, ONT., Nov. 24th, 188[illegible]

R. ROBERT BRAMMER, Orillia.

Dear Sir:—The two Shingle Machines we got from you are doing good work. They are the best machines we have ever had anything to do with. They are both fast and do good work and give every satisfaction. We have no hesitation in recommending your machines to any person in want of a good shingle machine. Yours truly, THE LONGFORD LUMBER CO., WM. THOMSON, Pres.

To Whom it may Concern:—This is to certify that I consider Mr. Brammer's make of shingle Machines has no superior. I have used the first one he made of the kind called the "Clipper," and several more since. The firm of Heath, Tait & Turnbull, of Huntsville, recently sawed in one day of eleven hours, one hundred and three and a half thousand with two of the machines, and the average during the season has been over seventy-two thousand per day. A. TAIT.

ORILLIA, Nov. 7th, 1889.

To Whom it may Concern:—I purchased of R. Brammer his latest improved patent Clipper Shingle Machine, and have great pleasure in bearing testimony to its vast capacity and durability and I have no hesitation in stating that it is the best machine I have ever worked, or have ever seen. THOS. B. TAIT, Gravenhurst.

TRADE REVIEW.

Toronto, Ont.

TORONTO, April 27th, 1889.

The spring trade is opening up briskly. Although yard men complain of orders coming in slowly and a number of large contractors have not yet obtained work, yet a great deal of local business is being done and many contracts are already under way. There is every prospect that there will be no falling off in trade this year as compared with former years.

Wholesale dealers are very busy, though a lively demand from Western Ontario has contributed with the local trade to produce this result.

A statement published in the city papers shows that the contracts for buildings and works, public and private, now in progress or to be started this year, amount to about 12 million dollars. The expenditure of this amount of money, to which is to be added the large outlay on residence building, will certainly keep business from stagnation for a few years at least.

Prices generally remain unchanged but firm. The demand for clear pickings, 1¼, 1½ and 2, from the United States is still slow and prices have a downward tendency in consequence. The export demand for dressing and better grades is fair and prices are firm.

There is quite a boom in West Toronto Junction property and a large amount of building may be expected in that town this year. A number of contracts for stores and mills have already been closed, and there is every prospect that the new town will make substantial progress.

A new firm, Jas. Trennant & Co., has entered the wholesale trade, taking the place of Christie, Kerr & Co. It is not known as yet what will be the final outcome of the failure of the latter firm.

On April the 6th a deputation representing the lumber trade visited Montreal and had a lengthy interview with General Manager Hickson of the G. T. R.

The deputation consisted of John Donogh, A. K. McIntosh, James Tennant, J. G. Scott and Geo. Gall, of Toronto; Robert Thomson and H. S. Brennen, of Hamilton, and Secretary E. A. Wills of the Toronto Board of Trade. A full statement of the lumbermen's grievances was presented and the General Manager was convinced that they were not without foundation. He promised early consideration of excess weights with the understanding that as speedily as possible weigh scales would be put in at the principal shipping points. He also promised immediate relief in the matter of car supply, and this has been realized during the past ten days. The lumber manufacturers and dealers have reason to be well satisfied with the result of this interview and it shows what can be done by united action, a lesson which lumber dealers have been slow to learn.

One result of the increased supply of cars has been to show the utter inadequacy of the G. T. R. shunting facilities in Toronto. The accumulation of only four or five days shipping has so completely congested the Toronto railway yards that orders have been issued cutting off the supply of cars for Toronto. It seems to be impossible to have cars placed for unloading in less than a week or ten days no matter how urgent may be the demand for the material. It is strange the Grand Trunk Company does not remedy promptly a state of affairs which must cause serious loss to the company as well as to all its customers.

CAR OR CARGO LOTS.

1¼ and thicker clear picks, American inspection	$34 00@35 00
1¼ and thicker, three uppers, American inspection	40 00
1¼ and thicker, pickings, American inspection	30 00
1X10 & 12 dressing and better	20 00 22 00
1X10 & 12 mill run	15 00 16 00
1X10 & 12 dressing	16 00 18 00
1X10 & 12 common	12 00 13 00
1X10 & 12 spruce culls	10 00 11 00
1X10 & 12 mill culls	9 50 10 00
1 inch clear and picks	27 00 28 00
1 inch dressing and better	18 00 20 00
1 inch siding mill run	14 00 15 00
1 inch siding common	12 00 13 00
1 inch siding ship culls	10 00 11 00
1 inch siding mill culls	9 00
Cull scantling	8 50 9 00
1¼ and thicker cutting up plank	22 00 25 00
1 inch strips 4in to 8in mill run	14 00 15 00
[illegible]	11 00 12 00
1¼ flooring	14 00 15 00
[illegible]	14 00 15 00
XXX [illegible]	2 40 2 50
XX [illegible]	1 40 1 50
Lath [illegible]	1 80

YARD QUOTATIONS.

Mill cull boards & scantling	$10 00	Dressing stocks	16 00@20 00
Shipping cull boards, promiscuous widths	12 00	Picks Am. inspection	30 00
stocks	13 00	Three uppers, Am. inspect.	40 00
Scantling & joist, up to 16 ft	13 00	B. M.	
" " 18 ft	14 00	1½-in. flooring, dres'd	25 00 30 00
" " 20 ft	15 00	1½ " " rough	18 00 20 00
" " 22 ft	16 00	1¼ " " dres'd	23 00 25 00
" " 24 ft	17 00	" " undres'd	14 00
" " 26 ft	18 00	" " dres'd	16 00 20 00
" " 28 ft	19 00	" " undres'd	12 00 14 00
" " 30 ft	20 00	Beaded sheeting, dressed	18 00 20 00
" " 32 ft	21 00	Clapboarding, dres'd	12 50
" " 34 ft		XXX sawn shingles per M	2 75 2 90
"	22 50@22 50	Sawn Lath	2 25
" " 36 ft	24 00	Red oak	20 00 25 00
" " 38 ft	27 00	White "	25 00 30 00
" 40 to 44 ft	30 00	Basswood, No. 1 & 2	18 00 20 00
Cutting up planks 1¼ and thicker dry	25 00 26 00	Cherry, No. 1 & 2	50 00 60 00
" board	18 00 20 00	Black ash, 1 & 2	20 00 25 00

Ottawa, Ont.

OTTAWA, April 29th, 1889.

Nearly all the mills have got down to business. The whiz and hum of machinery is heard in every direction. The prospects for a good season's cut is good. Manufacturers are somewhat apart in their views as to prices, but the general opinion is that if an advance is not had present prices may possibly be sustained. Much depends upon the export demand.

Dimensions, Inches.	*Per M.*
Mill culls 10 x 1	
" 12 1	
" 12 1½	
" 12 2	
" selected 16 ft. long, above dimensions	8.50 to 9.00
Cull strips, 1 in. thick, 5 to 7 wide	7.00 to 8.00
Mill cut outs 12 x 1	
" 11 1½	4.00 to 5.00
" 12 2	
Scantling 2 4	
" 3 4	12.00
" culls 2 4	
" 3 4	7.00
Laths	1.25
Stock shorts, 12 x 1	10.00
1 inch siding outs, 1¼, 1½, 2	15.00
" outs from shorts, 1¼, 1½, 2	6.50 to 7.00
Outs from stocks 12 x 1	
" " 12 1¼	10.00 to 12.00
" " 12 1½	
Shingles, X	1.25
" XX	2.00
" XXX	3.00
" cedar, No. 1	2.00 to 2.
" cedar, culls	1.25
Difference in planed lumber, in waste and planing	5.00
Ditto, on average good stock	20.00 to 25.00

Hamilton, Ont.

HAMILTON, April 29th, 1889.

Prospects for this season can only be considered fair. Prices are stronger than they were last year. The demand for lumber only fair—not above the average. No building of great importance is going on—only ordinary building and improvements.

Mill cull boards and scantlings	$ 9 00@10 00	Dressing stocks	$16 00 18 00
Shipping cull boards promiscuous widths	10 00 12 00	1¼ flooring, rough	16 00 18 00
Shipping cull stocks	14 00	1½ flooring, rough	16 00 18 00
Scantling and joist up to 16 feet	14 00	1¼ flooring, dressed	25 00
do up to 18 feet	15 50	1½ flooring, dressed	32 00
do up to 20 feet	16 00	1 flooring, dressed	21 50 23 00
do up to 22 feet	17 00	Beaded sheeting 1	25 00 30 00
do up to 24 feet	18 00	Picks, Am inspection	32 00 34 00
do up to 26 feet	19 00	Three uppers Am. In.	40 00
do up to 28 feet	20 00	XXX sawn shingles	2 60 2 70
do up to 30 feet	21 00	Sawn Lath	2 25
Cutting up plank 1¼ and thicker dry	20 00 25 00	Red Oak	20 00 25 00
Cutting up boards	20 00	White Oak	25 00 30 00
		Basswood No. 1 & 2	16 00 20 00
		Cherry No. 1 & 2	60 00 70 00
		White Ash No. 1 & 2	25 00 30 00
		Black Ash No. 1 & 2	20 00 25 00

St. John, N. B.

ST. JOHN, April 29th, 1889.

The cut of logs will be much smaller than expected. It is impossible to make any safe predictions as to future prices. All reports point to a very large amount of building the present season, and we hope to see a firm and active market.

Deals, Boards, Scantling, etc.

Spruce deals	$12 00	Spruce boards	12 00
Pine "	15 00	Pine "	12 00@40 00
Deal ends	6 00	Oak "	40 00
Scantling	10 00	Ash "	15 00@25 00
		Hemlock "	7 50

Shingles.

Spruce, extra	$3 50	No. 1	1 25
" clear	3 00	Pine	1 25
" No. 1 extra	2 25		

Clapboards.

Pine, extra	35 00	Spruce, extra	24 00
" clears	45 00	" clears	23 00
" 2d clears	35 00	" No. 1	15 00
		" No. 2	10 00

Flooring, Dressed.

6 in. No. 1	12 00	4 in., No. 1	12 00
" No. 2	10 00	" No. 2	10 00

Miscellaneous.

Staves	3 00@ 4 50	Laths	1 80
Heading 17 in. per pr.	04	Pickets	6 50@15 00
" 18 in.	04½ 05½	Railway ties	
" 22 in.	04½ 06		

Detroit, Mich.

DETROIT, April 29th, 1889.

Uppers, Selects, Stocks, etc.

Uppers, 4-4	$43 00	Shop, 5-4, 6-4 & 8-4	$28 50
5x4, 6x4 & 8x4	43 00	Fine common, 4x4	31 00
3 & 4 in	50 00	5x4, 6x4 & 8x4	33 00
Selects, 4x4	38 00	Stocks, 1X12 & 1X10, No. 1	19 00
5x4, 6x4 & 8x4	38 00	1X12, & 1X10, No. 2	16 00
Shop, 4x4	24 00	1X12, & 1X10, No. 3	13 00

Flooring, Siding, Ceiling, etc.

Flooring, select common	22 00	Roofing, D & M	16 00
No. 1 common	18 00	Siding, clear	21 50
No. 1 fencing	16 50	A	20 50
Ceiling, select common	25 00	B	18 50
No. 1 common	22 00	C	13 50
No. 1 fencing	20 00		

Bill Stuff and Culls.

Bill stuff, ordinary sizes:		26 to 28 ft	14 00
12 to 16 ft	12 00	30 to 34 ft	16 00
18 to 20 ft	12 50	Ship culls	12 00
22 to 24 ft	13 00	Mill culls	10 00

Shingles and Lath.

Shingles, clear, 18 in. Ex	3 25	6 in. stocks clear, Ex	4 00
10 in. clear, 18 in.	3 00	5 in. stocks clear, Ex	4 80
6 in. clear, 18 in.	2 00	Lath	2 10

Add for surfacing one or two sides, $1.

Boston, Mass.

BOSTON, April 28th, 1889.

There is greater activity in most all the different lines. But little spruce by cargo has arrived, although the river mills are all sawing. The eastern men want $1 advance over fall prices, and in many instances they are obtaining it. Clapboards are still in small supply and high. Both pine and spruce are scarce. The hardwood trade is only fair.

Western Pine—by car load.

Uppers, 1 in	$48 00@50 00	Fine com., 3 & 4 in	42 00@46 00
1¼, 1½ & 2 in	48 00 50 00	No 2, 1 in. Fine com.	28 00 30 00
3 & 4 in	55 00 60 00	1¼, 1½ & 2 in	29 00 31 00
Selects, 1 in	42 00 45 00	No. 1 strips, 4 to 6 in	40 00 43 00
1¼, 1½ & 2in	43 00 45 00	No. 2	35 00 37 00
3 & 4 in	45 00 50 00	No. 3	24 00 26 00
Moulding boards, 7 to 11 inch clear	36 00 38 00	Cut ups, 1 to 2 in	24 00 30 00
60 per cent clear	34 00 36 00	Coffin boards	19 00 22 00
Fine common 1 inch	37 00 38 00	Common all widths	20 00 25 00
1¼, 1½ & 2 inch	38 00 40 00	Shipping culls	15 00 15 50

Eastern Pine—Cargo or Car Load.

Nos. 1, 2 & 3	40 00@43 00	Clapboards, 4 ft., sap	
4	28 00 32 00	clear	40 00 45 00
5	23 00 26 00	Sap, 2nd clear	33 00 35 00
Ship'g bds & coarse	16 00	Heart extra	55 00
Refuse	12 00	Heart clear	50 00
West'rn pine clapbds 4 ft. sap extra	45 00 50 00		

Spruce—by Cargo.

Scantling and plank, random cargoes	12 00@12 50	Coarse, rough	10 00 11 50
Yard orders, ordinary sizes	13 00 14 00	Hemlock bds., rough	10 00 11 00
Yard orders, extra sizes	14 00 15 00	" dressed	12 50
Clear floor boards	19 00	Clapbds., extra, 4 ft.	28 00 30 00
No. 2	16 00	Clear, 4 ft.	26 00 28 00
		Second clear	20 00 22 00
		No. 1	10 00 14 00

Lath.

Spruce	1 75@ 1 90

Shingles.

Spruce	1 25@1 50	Cedar, sawed, extra	3 25@3 40
Pine, 18 in. extra	4 00 4 25	Clear	2 75 3 00
Pine, No. 1	3 00 3 15	Extra, No. 1	2 00 2 25
		Cypress, No. 1, 18 in.	5 00 5 25

Saginaw, Mich.

SAGINAW, April 28th, 1889.

There is not much activity in the cargo market. Manufacturers adhere to quotations a little in advance of last season. The car trade is moderately active. Yard dealers, with a few exceptions, report a fairly good trade. Nearly all the shingle mills are now in motion.

CARGO LOTS.

Uppers	36 00@38 00	Norway	8 50@10 00
Common	16 00 21 00	Box	11 00 11 50
Shipping Culls	9 00 11 00	Straight measure	12 50 20 00
Mill Culls	6 00	Hemlock	7 50 8 00

YARD QUOTATIONS CAR LOTS DRY.

Drop Siding.

Clear, ⅞ in	42 00	C, ⅞ in	30 00
A	35 00	D	19 00
B	36 00		

Flooring and Siding Dressed.

Flooring, clear, d & m	40 00	Siding, clear, ½ in.	22 00
No. 1	33 00	A	23 00
No. 2	30 00	B	17 00
No. 3	20 00	C	14 00
No. 4	13 00	D	12 00

Finishing Lumberough.

Three uppers, 1 in.	42 00@44 00	Fine common, 1 in.	32 00@32 00
1¼ & 1½	44 00 46 00	1¼ & 2 in.	33 00
Selects, 1 in.	36 00 37 00	C, 7, 8 & 9 in.	25 00
1¼ & 2 in.	38 00	Base, 2 to 9 in. No. 1	40 00
		No. 2	30 00
		No. 3	20 00
		Coffin boards 16 in. and over	18 00

Joist, Scantling and Timber.

12 to 18 feet	10 00	22 feet	12 00
20 feet	11 00	24 feet	13 00

Plank and timber, 12 inches wide, $1 extra.

Mixed Selects and Common Rough.

C (No. 1 com.) 13in. and up	28 00	D (common) 14 in. and up	16 00

Lath, Shingles and Pickets.

Lath, No. 1	1 50	Country brands XXX	3 25@ 3 35
No. 1	1 00	Clear butts	2 25 2 35
Shingles, river brands		P'kts, 2 to 2½ in rough	12 00 13 00
XXX	3 40@ 3 50	Dressed	20 00
Clear butts	2 40 2 50	1¼ in. square, dressed	14 00 19 00

Oswego, N. Y.

OSWEGO, April 30th, 1889.

Trade at this point is good. There is no change in prices worthy of note. Navigation opened about two weeks ago, and lumber is coming in quite freely.

Pine.

1¼, 1½, 2 and thicker uppers	$45 00@46 00
" " pickings	35 00 36 00
" " No. 1 cutting up	31 00 32 00
" " cutting up pickings and uppers as run	32 00 39 00
1 inch selected sidings	25 00 30 00
1¼ " " "	35 00 42 00
1 & 1½ box or No. 2 culls	13 00 14 00
1 & 1¼ sidings No. 1 dressing and better	17 00 25 00
1X10 & 12x12 to 16 feet dressing and better	26 00 30 00
" " shipping culls	15 00 16 00
" " No. 2	13 00 14 00
1 & 1¼ in. strips 4 to 7 wide selected	20 00 30 00
" " dressings	16 00 17 00
" " box	9 00 12 00

Brown Ash.

1, 1¼, 1½, 2 & 3 in. 1st & 2nd quality	17 00 21 00
" " culls	9 00 11 00

Basswood.

1 & 1¼ 1st & 2nd quality	20 00 21 00
" culls	9 00 12 00

Singles.

XXX 18 inch pine standard thickness 5 to 2¼	$3 80
XX " " " " "	2 80
X " " " " "	75
XXX " cedar " " "	3 40
XX " " " " "	2 10
XXX 16 " pine " " "	3 15
XX " " " " "	1 90

Lath.

No. 1, 1⅜, 1½	1 80 2 10
" 2 "	1 40 1 80

New Works of the Dodge Wood Split Pulley Co., at West Toronto Junction.

We take much pleasure in giving special mention and a partial description of the above enterprising company's new works which have lately been erected at West Toronto Junction. The site selected is on the north side of C. P. R., track, covering an area of some 4¼ acres, which gives every facility for the shipping and receiving of stock, having special sidings for that purpose. The works, consisting of main building, 250x54, three stories, with annex 80x60, large store house, machine and blacksmith shops, &c., all of solid brick, having been erected especially for the manufacture of the Wood Split Pulley, and are completely equipped in the most modern and substantial manner.

Entering the annex we find the Engine Room, a model of completeness in itself, and are at once attracted by a beautiful and practical illustration of the Transmission of Power by manilla ropes, a system now very popular in the United States and Great Britain, and being largely adopted in this country through the efforts of this company who make that their specialty. The power is taken from the 13ft grooved fly wheel of a handsome 100 H. P. compound engine, and conveyed to the 250 feet of main line shafting by means of 11 wraps of ⅝ rope running on to a 63 grooved pulley, which with the lighter pulley on travelling carriage and necessary idler and winder, constitute the main drive which runs the shaft at 300 revolutions per minute and drives all the machinery in the factory. In addition to the main drive there is a second transmission from engine shaft upright to counter shaft, from which is driven the mammoth Sturtevant Fan. This fan, with the heater attachment, supplies all the hot air necessary for the heating and ventilation of the whole factory and dry kilns. It discharges 82,000 cubic feet of air per minute at 250 revolutions per minute, and requires 18 H. P. to drive it. The boiler is a "Field Stirling" water tube safety boiler, having a working pressure of 165 lbs and 125 H. P. capacity. In this building we also find the dry house, which holds 60 M. feet of lumber, all on trucks of 4 M. feet each, and arranged so that as soon as a truck is passed out for use, a fresh one is pushed in from the other end, thereby keeping the kiln constantly full. The loaded truck of dried lumber is carried on an auxiliary car into west end of main building and deposited close to the large endless bed surface planer and planed, then passed to the cutting up saws. We have now passed from annex into main building and are shown the direction in which the lumber travels after leaving the planer. We find that all arm and bushing stock courses down one side of the large ground floor while the rim stock goes down the other side. In this way the work is systematically classified, each man and machine having his special portion of the pulley work to do. The pulley as it now appears, has reached the last end of 1st floor, and is taken on elevator to next floor, where it commences to travel westwards, passing through the different stages it arrives at west end of second floor, when we find it a "Dodge Wood Split Pulley," ready for the paint shop. It is now taken in on elevator (at that end for the purpose) to paint shop on 3rd floor, where it is throughly filled with a patent specially prepared filler, painted and varnished, and afterwards wrapped with special wood wrappers, size marked on end and is ready for shipment.

The machine shop is completely equipped for all iron work necessary in the making of Iron Centre Grooved Pulleys for rope transmissions, turning, shafting, bolt, and nut cutting, tapping, smithing, &c.

The dust arrester and shaving service, which works most effectually, depositing into the vault in boiler room, is also worked with a Sturtevant Fan.

The works throughout have been constructed with a view to being considered "Standard" by the Fire Insurance Companies, all elevators and stairways being bricked in from ground to roof, and all doors iron covered. Each flat is provided with two fire plugs and 100 feet of 2 in. hose, also 3 bbls. and 20 pails kept constantly filled with "salt" water.

The company holds eleven Canadian Patents, and the factory has a capacity of about two hundred pulleys per day without working overtime.

The article itself many of our readers have no doubt had an opportunity to try and benefit by the practical use of the Dodge Independence Wood Split Pulley, now a password in almost every factory and mill in the country. To those who have not used them we say get the company's special guarantee, which reads as follows :

"Every pulley made shall be in every respect as represented. The maple face pulley in every case to transmit from 25 to 60 per cent. more power with the same belt than any other iron pulley made with the like tension of belt. The compression fastening guaranteed to be perfect, the compression of wood and iron guaranteed to hold stronger than set screws in any case and to be the most perfect fastening ever invented. To summarize : Satisfaction entire guaranteed. Any pulley found defective and not as represented may be returned at the expense of the company. Any party skeptical as to the merits of the Dodge Wood Split Pulley, and who means business, will be allowed 30 days trial and to return at the Company's expense if then not found satisfactory."

The entire construction and fitting up of this model establishment has been under the direct supervision of Mr. Samuel May, the President and Manager, to whom too much praise cannot be given for his untiring zeal in placing his company in a position to supply the power users of Canada with an article which has long been so universally popular on the other side of the line.

Correspondence and orders should be directed to the office of the Dodge Wood Split Pulley Co., which remains at 89 Adelaide Street, West, Toronto.

THREE very large driving belts are being made by Robin & Sadler, of Montreal and Toronto, for the new engines of the Royal Electric Co. Two of the belts will be 32 inches and one 38 inches wide and each about 100 ft. long, made of double leather.

OFFICES
Hamilton, Toronto
Windsor, Gravenhurst

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LUMBER ✻ TIMBER

Mills Operating all the year round. *Correspondence Solicited.*

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HARD AND SOFT WOOD LUMBER

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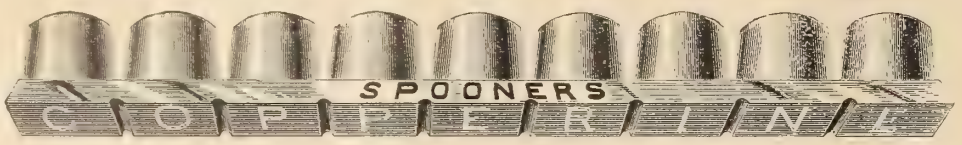

A NON-FIBROUS ANTI-FRICTION BOX METAL for Machinery Journal Bearings. Guaranteed Copper-Mixed, and to do work that no other metal can. Hardware Stores all keep it; if not order direct.

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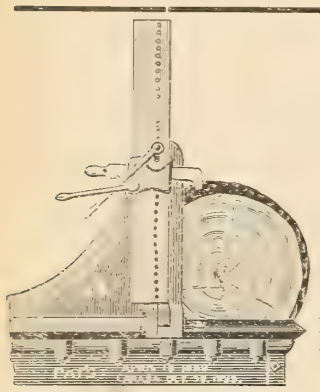


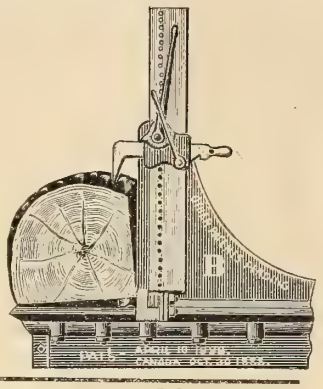
Canada Patent For Sale.

SAW * MILL * DOG

NO. 30,065; DATED OCTOBER 30th, 1888.

IT is the Simplest and most Effective Dog made. Can be sold on a profit of 250 per cent. and be much cheaper than any other first-class Dog. Other patents pending, including Duplex, which is novel in simplicity. *Will sell very cheap.* **Address, J. H. MINER, Baton Rouge, La., U. S.**

Read this Letter: DEAR SIR,—Having had 15 years experience throughout the State of Michigan in the mill business, and having used all makes of Dogs, I do not hesitate in pronouncing yours superior to K——, C——, or R——'s which are the best out. Its durability, ease and simplicity of operation, makes it the quickest Dog of the upright kind I ever saw. The draw-up of the point will be appreciated by all sawyers in drawing up cants square against the knee.
Yours, truly, R. B. KNIGHT, Sawyer, Burton Lumber Co., Baton Rouge



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OF EVERY DESCRIPTION FOR

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SEND FOR PRICE LIST

PETER HAY, - - - GALT, ONT.

TIMBER LIMITS FOR SALE

Four valuable Limits on Lake Nipissing, containing 36 square miles each, being Nos. 12, 20, 31 and 39, will be sold to close the Estate of the late Hon. Jas. Ross of Quebec. The timber from these limits can be taken to market either via French River or the C. P. Railway.

Apply to ROSS & CO., QUEBEC.

NAPANEE CEMENT COMPANY (LIMITED.)

— MANUFACTURERS OF —

Hydraulic Cement

PARTICULARLY adapted for Dams, Smoke Stacks, Foundations, Culverts, Cisterns, Cellars, etc.

ENDORSED BY LEADING RAILWAYS AND CONTRACTORS.

ROACH * LIME,

For Building, Plastering, Gas Purifying, Paper Making, &c.

SCRIBNER'S LUMBER AND LOG BOOK

Over One Million Sold.

MOST complete book of its kind ever published. Gives measurement of all kinds of Lumber, Logs, Planks, Scantling; cubical contents of square and round Timber; hints to lumber dealers; wood measure; speed of circular saws; care of saws; cord-wood tables; felling trees; growth of trees; land measure; wages, rent, board, interest, stave and heading bolts, etc. Standard book throughout the United States and Canada. Get the new illustrated edition of 1882. Ask your book-seller for it. Sent post-paid for 35 cents.

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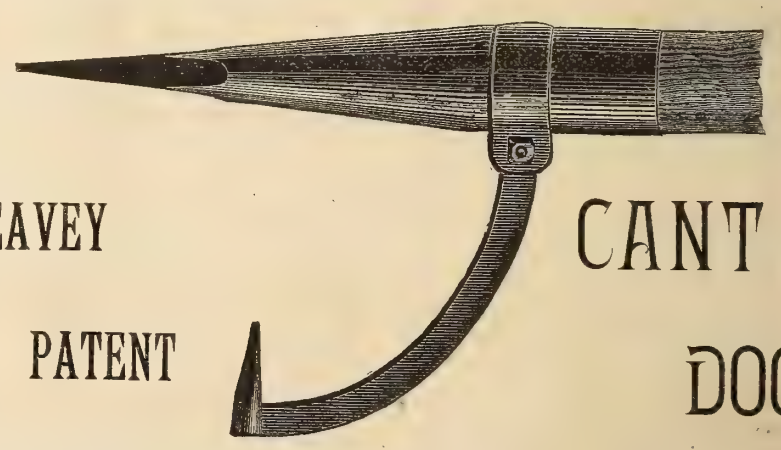

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SOLE MANUFACTURERS OF "MONARCH," "RED STRIP," AND "LION" BRANDS OF

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PARTICULAR ATTENTION GIVEN TO SPECIAL BELTS FOR LUMBER MILLS

Our celebrated "Maltese Cross" Rubber; "Baker Fabric" and Ajax Cotton; "Giant" and Light Linen. Fire Hose constantly in stock.

LUMBERMEN'S HEAVY RUBBER CLOTHING, OUR OWN MANUFACTURE.

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THE GUTTA PERCHA & RUBBER MFG. CO. OF TORONTO, 43 Yonge St.

ESTABLISHED 1871.

J. W. LANG & CO.

Wholesale Grocers & Importers

33, Front St. East, Toronto.

We shall be pleased to have you write to us for samples and prices of

TEAS, TOBACCOS, SUGARS, SYRUPS, RICE, Etc.

We can and will cut prices fine to large buyers.

We have a GOOD, SOUND, FINE FLAVOURED TEA at 12½ cents.

Write for sample chest. Address,

J. W. LANG & CO.

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On Steel, Copper, Stone and Wood.

LITHOGRAPHING,
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Illustrated Catalogues and Reports a Specialty

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Combined Authorized Capital, $3,000,000 00
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Combined new business for 1888, 9,575,525 00

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FOR SALE

FOR ACCOUNT OF THE

Joseph Hall Machine Works.

Iron Turning Lathes
Wood Turning Lathes
Sand Belt Machine
Upright Boring Machine
Emery Wheel Frame
Facing Machine
Horizontal Iron Boring Lathe
Punching Machine
Post Drilling Machine
Iron Column Drilling Machine
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Cutting-off Machine
Set 40 inch Hand Rollers, 3⅛ dia.
Traveling Crane and Cranes
Horizontal Engine, with Lift Pump and Heater, Cylinder 18 in x 36 in. stroke, fly wheel 10 feet in dia., in one casting.
New Model Vibrators
Portable Engines
Horse Powers

All for sale at sacrifice prices, and may be seen in the Toronto Bridge Building, Toronto.

JOHN LIVINGSTONE,
31 York Chambers, Trustee.
Toronto, 29th Jan. 1889.

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MYRTLE

CUT and PLUG

SMOKING TOBACCO

FINER THAN EVER.

See

T & B

IN BRONZE

ON EACH PLUG AND PACKAGE.

LIST OF WATER WHEELS FOR SALE BY H. W. Petrie, Brantford and Toronto.
ONE 60-inch Turbine, Goldie & McCulloch, Bldrs.
" 60-inch Tyler
" 48-inch Leffel
" 60-inch Sclater
" 48-inch Tyler in, Scroll Case
" 48-inch Sclater
" 45-inch Improved Turbine
PAIR of Sampson Turbine wheels, 42 inch. run together.
TWO 40-inch Leffels
ONE 42-inch Sampson Turbine
" 35-inch Leffel
" 44-inch Little Giant
" 36-inch Sclater
" 30-inch Burnham
" 26-inch Leffel
" 21-inch Archimedian
" 20-inch Leffel
" 24-inch Leffel
" 15-inch Archimedian, in Globe Case
" 12-inch Little Giant
" 21-inch Little Giant
" 17½-inch Leffel
" Water Wheel Governor, Galt make

Full particulars regarding any of above wheels sent on application; address, H. W. PETRIE, Brantford, Ontario

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Trade Marks, Timber Marks, Copyrights and Designs Registered

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BREAKFAST,

"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of the well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavored beverage which may save us many heavy doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually fed up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame."—*Civil Service Gazette.*

Made simply with boiling water or milk. Sold only in packets, by Grocers, labelled thus:

JAS. EPPS & CO., Homœopathic Chemists, London, England.

MAIL CONTRACT.

SEALED TENDERS, addressed to the Postmaster General will be received at Ottawa until noon, on FRIDAY 17th MAY, for the conveyance of Her Majesty's Mails on a proposed contract for four years, between

APSLEY AND PETERBORO'
and
APSLEY AND CHEDDAR

from the 1st July next.

The conveyance to be made in a public or other vehicle.

Printed notices containing further information as to conditions of proposed contract may be seen and blank forms of Tender may be obtained at the Post Offices of Apsley, Lakefield, Peterboro' and Cheddar, and at this office.

GILBERT GRIFFIN,
Post-Office Inspector.

Post-Office Inspector's Office, Kingston. 5th April, 1889.

THE MONARCH BOILER
(PATENTED) **AND HERCULES ENGINE.**

Guaranteed to Saw Lumber Perfectly Smooth and Even in thickness.

Portable from 6 to 70 horse power. Surpass portable steam power heretofore produced for strength, durability, compactness, and the ease with which they can be moved.

The 70 horse power can be taken over the roughest roads, or into the forest, and set up as easily and quickly as an ordinary 20 horse power portable engine, and as firm as a brick-set stationary engine. Engines and boilers of every size and description. Rotary Saw Mills, Shingle and Lath machines, Law Grinders, Planers, etc. Mill machinery and supplies of every description. Every boiler insured against explosion by the Boiler Insurance & Inspection Co. of Canada. Write for circulars.

A. ROBB & SONS, Amherst, N.S. | Amherst Foundry and Machine works.

ESTABLISHED OVER 40 YEARS.

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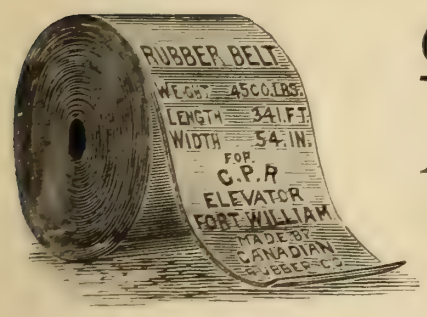

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All Kinds of Rubber Packings; Rubber, Engine, Hydrant, Suction Steam, Brewers' and Fire Hose; Rubber Valves, Car Springs, Wringer Rolls, Carriage Cloths, Blankets, &c., &c.

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Our Garden Hose is the Best in the Market.

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Western Branch: cor. Front and Yonge Sts., Toronto

J. H. WALKER, MANAGER.

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Important Sale

OF VALUABLE

TIMBER * LIMITS

Saw Mill, Mill Site,

Piling Grounds, etc., etc.

Having decided to retire from the wholesale manufacture and sale of Lumber and Timber in order to devote more time and attention to the other branches of our manufacturing business at Hull we shall offer for sale

BY PUBLIC AUCTION

—AT THE—

Russell House, Ottawa

—ON—

Wednesday, August 14th, 1889

At 2 o'clock p. m.

Unless Previously Disposed of by Private Sale.

Our valuable Timber Limits comprising about 1,377 square miles, more or less, together with all

Improvements, Depots, Farms, Buildings, Supplies, Plant, Rigging, etc., etc.

The limits will be offered as nearly as possible in the following parcels:

1. Township of Hartington Berths 437, 194, 115, say 125 square miles.
2. Four Ells Berths 207 N. 211-12 13-14, say 274 square miles.
3. Magnissippi Berths 210-17-18-19, say 156 square miles.
4. Kippewa Berths 401, 425, 409, say 109 square miles.
5. Lower Dumoine Berths 290-1-2, 215, say 715 square miles.
6. Upper Dumoine Berths 387, 390-1-2, say 250 square miles.
7. Dozois River Berths 345, say 100 square miles.
8. Gordon's Berth 221, say 50 square miles.
9. Mattawaska Berths 578, 1045, 174, 170, say 150 square miles.
10. Township of Nightingale, Berth 197, say 100 square miles, together with the unrestricted right, title to all stumpage charges on crown lands after the 15th March, 1892, to cut the pine on the limits of the Township of Clyde and that portion of the Township of Eyre falling towards the Mattawaska River 110 square miles, with the right reserved to said right for a further period of two years from the 15th March, 1892 at an annual rental thereafter of $800.00.

Also our Large Water Power Saw Mill, Splitter Mill and Filing Room at Hull with the Water and Pondage privileges, Dams, Booms, etc., etc., connected with the same. Fully equipped and in first class order; cutting capacity thirty millions per season, day watch; full assortment of **Lath, Picket and Shingle Machines.**

Together with **Lumber Yard "No. 5"** and the **"Point" Yard,** being sufficient piling grounds for the said mills. These yards are well equipped with all necessary **Tramways, Engines and Cars, Slides, Docks, &c.,** are second to none in Canada and are convenient and contiguous to the Mills.

Also the valuable **Steam Mill site** at Nepean Ont., a few miles from Ottawa, comprising 72 acres, with brick chimney, boilers, foundations, walls of buildings, etc., etc., with piers, booms, and frontage of 1,000 feet for 50 M. logs.

The terms and conditions of the sale will be made known at the time of sale or further and fuller particulars can be had on application to the Proprietors.

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E. B. EDDY MAN'F. CO.

(LIMITED)

HULL, CANADA.

Or to

GORMULLY & SINCLAIR,
Vendors' Solicitors, Ottawa.

April 3rd, 1889.

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List of WATER WHEELS for sale by H. W. PETRIE, Brantford and Toronto.

ONE 6 inch Turbine, Goldie & McCulloch Builders.
ONE 6 inch Tyler.
ONE 60 inch Sclater.
ONE 48 inch Lefell.
ONE 48 inch Tyler in Scroll case.
ONE 48 inch Sclater.
ONE 45 inch Improved Turbine Water Wheel.
ONE 42 inch Sampson Turbine.
PAIR of Sampson Turbine Wheels, 42 inch run together
TWO 4 inch Leffels
ONE 36 inch Sclater.
ONE 35 inch Leffel.
ONE 33 inch Little Giant.
ONE 3½ inch Leffel.
ONE 3 inch Burnham
ONE 26 inch Leffel.
ONE 24 inch Leffel.
ONE 20 inch Leffel.
ONE 21 inch Little Giant.
ONE 17½ inch Leffel.
ONE 15 inch Archimedian in Globe Case.
ONE 12 inch Little Giant.
ONE 10 inch Leffel, all brass, Springfield Ohio make.
WATER WHEEL GOVERNOR, Galt make.

Full particulars regarding any of the above wheels, sent on application, Address H. W. PETRIE, Brantford.

List of WOOD-WORKING MACHINES for sale by H. W. PETRIE Brantford, branch 9 Yonge St. Toronto.

ONE 24 inch Surface Planer, Rogers maker.
THREE side Moulder, Rogers make, Connecticut.
BROOM Handle Lath with wood frame, cheap.
NEW No. 2 three side molder, Galt make.
SHINGLE JOINTERS 3, 4 and 6 knives.
SAW ARBORS all sizes, Galt make.
FOOT Wiring Machine, Galt make.
ONE 12 inch Diagonal Buzz Planer.
ONE Automatic Handle Lathe.
NEW 30 inch Band Saw, Galt make.
NEW Dovetailing Machine, Tyrell's patent.
ONE Set of Hop Machines, American make.
ONE Hub Turning Lathe.
BROOM Handle Lathe, Lockport, N. Y. make.
MATCHER, Kennedy & Sons make, Owen Sound.
ONE Doherty Swing Shingle Machine.
ONE car load of new Wood-working Machinery Galt make.
ONE Laws Patent Swing Shingle Machine.
GOLDIE & McCULLOCH Stave cutter, set Equalizing saws, &c.
NO. 2 three side Molding Machine, Galt make.
SET of Box Nailing Machines.
UPRIGHT SHAPER, Galt make.
ONE Gauge Lathe, Bailey make.
ONE Planing Machine Knife Grinder.
ONE Blanchard Spoke Lathe, Fay & Co. make
ONE New Axe handle Lathe.
POWER MORTICER, Goldie & McCulloch makers.
ONE set of Spoke Machines, Foy & Co. make.
ONE Smallwood Shingle machine, Waterous make.
4 POLE Road Cars.
ONE Self Feed lath Machine, Waterous make.
ONE set of Box Nailing Machines.
NEW Gang Lath Machine.
Sand Paperers new and second hand.
ONE Saw Mill Head Block, Galt make.
ONE Fairbanks Timber Gauge.
HEADING TURNER, Goldie & McCulloch.
ONE Shingle Edger with Frame Work.
ONE Power Scroll Saw
TWO Self Acting Shingle Machines, Quebec make.
TWO Shingle Packers all Iron.
POWER MORTICER with Boring Attachment.
DOUBLE Cope Tenoning Machine, Dundas make.
WOOD Turning Lathes Several Sizes.
Drag Saw Machine, Goldie & McCulloch.
POWER MORTICER, Galt make
NEW Blind Slat Tenoner, Galt make
NO. 4 Cant Gourlay, Planer and Matcher.
ONE 24 inch Pony Planer, Cowan make.
ONE 24 inch Planer and Matcher, Dundas make.
PLANER and Matcher: Michaels make, Detroit.
NEW Eclipse Planer and Matcher, Galt make.
NO. 5 Planer and Matcher, Galt make.
NEW Pony Planers and Matchers only $175.

SEND for Descriptive List giving full particulars and mention wants, to H. W. PETRIE Brantford and Toronto.

PROPERTY FOR SALE

MILL PROPERTY FOR SALE BY H. W. Petrie, Brantford, Send for Descriptive List.

SAW MILL IN BRUCE COUNTY, 80 H. P. Engine, 2 Boilers, Double Edger, Shingle Mill, etc.

WOOLEN MILL IN WATERLOO COUNTY Fine Water Power, is now running.

PLANING FACTORY AND SAW MILL IN Haldimand County, well Equipped with First Class Machinery.

FULL PARTICULARS OF ANY OF ABOVE Mills on Application to H. W. Petrie, Brantford, Ont.

TENDERS.

SEALED TENDERS addressed to the undersigned, and endorsed "Tender for Indian Supplies," will be received at this office up to noon of THURSDAY, 9th May, 1889, for the delivery of Indian Supplies during the fiscal year ending 30th June, 1890, consisting of Flour, Bacon Groceries, Ammunition, Twine, Oxen, Cows, Bulls Agricultural Implements, Tools, &c., duty paid, at various points in Manitoba and the North-West Territories.

Forms of tender containing full particulars relative to the Supplies required, dates of delivery &c., may be had by applying to the undersigned, or to the Indian Commissioner at Regina, or to the Indian Office, Winnipeg.

Parties may tender for each description of goods (or for any portion of each description of goods) separately or for all the goods called for in the Schedules, and the Department reserves to itself the right to reject the whole or any part of a tender.

Each tender must be accompanied by an accepted Cheque in favor of the Superintendent General of Indian Affairs on a Canadian Bank, for at least five per cent. of the amount of the tender, which will be forfeited if the party tendering declines to enter into a contract based on such tender when called upon to do so, or if he fails to complete the work contracted for. If the tender be not accepted the cheque will be returned.

Each tender must, in addition to the signature of the tenderer, be signed by two sureties acceptable to the Department for the proper performance of the contract.

The lowest or any tender not necessarily accepted.

This advertisement is not to be inserted by any newspaper without the authority of the Queen's Printer, and no claim for payment by any newspaper not having had such authority will be admitted.

L. VANKOUGHNET,
Deputy of Superintendant-General of Indian Affairs.

Department of Indian Affairs,
Ottawa, April, 1889.

A. J. HILL, M. Can. Soc. C. E. HERBERT G. ROSS

ALBERT J. HILL & CO.

Commission and Shipping Agents

LUMBER bought and inspected for Foreign Shipment. Full and reliable information furnished on all matters connected with the location, quantity and quality of Timber in B. C. Timber limits explored and reported upon.

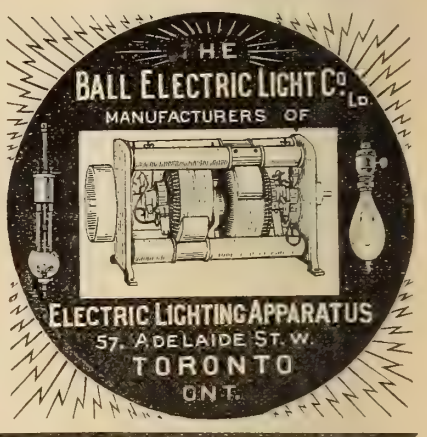
NEW WESTMINSTER, B. C.

J. K. POST & Co.,

LUMBER MERCHANTS

And Shipping Agents.

OSWEGO, N. Y.



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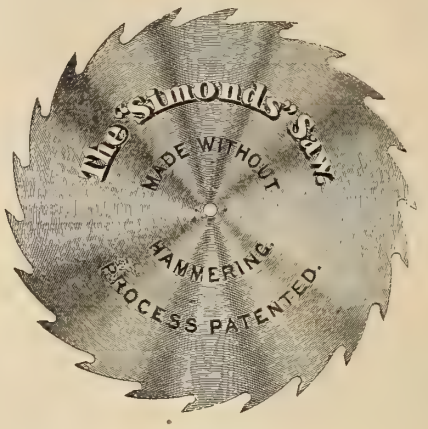

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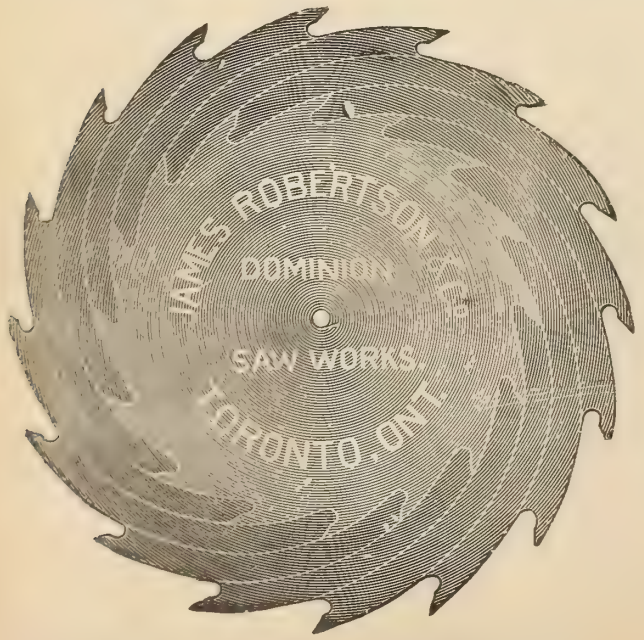

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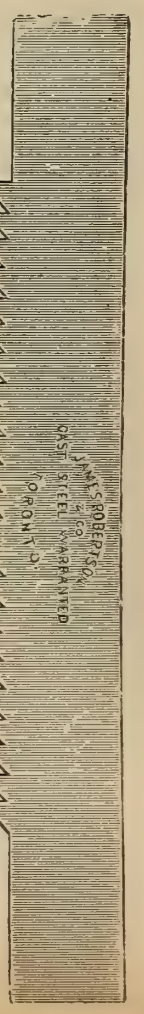

THE CANADA LUMBERMAN.

VOLUME IX.
NUMBER 6.

PETERBOROUGH, ONT., JUNE, 1889.

THE CANADA LUMBERMAN

PUBLISHED MONTHLY BY

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Advertising Rates Furnished on Application.

THE CANADA LUMBERMAN is published in the interest of the lumber trade and of allied industries throughout the Dominion being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion of them by others.

Especial pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world so as to afford to the trade in Canada information upon which it can rely in its operations.

Special correspondents in localities of importance present accurate report not only of prices and the condition of the market but, also of other matters specially interesting to our readers. But correspondence is not only welcome but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way effecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the truth. Any items of interest are particularly requested for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN with its special class of readers is not only an exceptionally good medium for securing publicity but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements which will be inserted in a conspicious position at the uniform price of ten cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for three successive issues or longer.

Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade or specially interested in it, who should not be on our list thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

MR. D. A. MARTIN, agent for Bronson & Weston, Ottawa, does not share the opinion of the many operators, that the logs will be "hung up" in the streams above Ottawa. He recently said, "there will be plenty of water for any stream that there is any quantity of logs on. These streams have been so improved that we hold the water as long as we require. The improvements are put on the streams just for the purpose of keeping up the water supply. People who wag their heads and predict that many drives will be stuck, don't happen to know what they are talking about. The logs will come down all right and they will be out early too."

THE *Saskatchewan Herald* of Battleford, complains that of late years timber has been ruthlessly destroyed along the Saskatchewan, and it fears the effect, if this destruction continues, will in a few years be a deterioration in the climate of the district. The origin of the fires is the clearing of lands. A few acres are to be cleared, but the settler is unable to confine the fires to this limit, and hundreds of acres are burnt over. A remedy suggested is a return to the old law, confining the time for clearing fires to the month of March. Where the preservation of timber is of as much consequence as it is on the southern border of the timber belt of the North-west, the necessity of rigid governmental action to prevent injury being done to public lands is very obvious. The timber is of more or less value, and even though trees do not perhaps increase rainfall, their loss increases floods, secures a less regular distribution of water to the springs, and exposes crops to influences adverse to the growth.

IN our April issue we made mention of an English Land Company owning large timber limits chiefly in the county of Haliburton having at one time failed, but have since ascertained that such was not the case. The Canadian Land and Emigration Co., finding it inconvenient and expensive to carry on their business so far away as London, the Shareholders and Directors consented to the management of the old company being located in Ontario. The winding up of the old company and the reformation of it in Ontario was simply to enable them to move the head office from London to Toronto. The change in no way affects the credit of the company, and it is believed it will add strength to its position in every respect. Messrs. Lockart Gordon of Toronto and J. M. Irwin of Peterborough are the active officers of the company.

SINCE our last issue the drought has continued over a large area of the western and northern states and as a consequence forest fires have been very numerous. Wisconsin and Minnesota have probably been the greatest sufferers, although Michigan has sustained heavy losses. Millions of feet of logs were lost on Willow and Apple rivers, Minnesota. It is reported that over 1,100,000 ties, 45,500 piles, 54,000 telegraph poles, 520,000 posts and 130,000 cords of wood have been destroyed on eight lines of road running into Duluth, Min., besides two shingle mills, several small interior saw mills, timber, logs, wood, camp outfits, &c. Reports from fires in Wisconsin come from Ashland, the Chippewa and Wisconsin valleys, Marinette, Cumberland, Hudson and other regions. The Shields saw mill, about 12 miles from Wausau, and about 1,500,000 feet of pine and basswood were burned. In different parts of the state several towns have been partially burned out. From East Saginaw, Michigan, fires have been reported running through the timber in every direction. About 5,000,000 feet of timber valued at $50,000, belonging to one man, was burned in Tuscola county. What with these forest fires and the lack of water to float their logs, the prospects of the lumber trade in those states, to say the least, are not very encouraging. Canada has been more highly favored, although in some districts there is a scarcity of water yet, upon the whole we have no serious cause for complaint, and so far we have had no forest fires worthy of mention.

DURING the past winter our timber merchants had pretty much their own way in the United Kingdom and a great many of them have made most profitable contracts. The present improved situation is attributable to the fact that for some time past the buyers on the other side have allowed their stocks to continue to lessen, until they were confronted with empty timber yards, and an increased demand for wood goods. All trades have revived in Great Britain, especially that of shipbuilding. Besides the orders now on hand for merchant vessels, about £10,000,000 sterling is to be spent in making additions to the Royal Navy, half of which is to be laid out in private yards. A large spring fleet is not anticipated, as merchants are not inclined to charter heavily for early shipment, knowing that, with the paucity of timber at present in stock in Quebec, vessels would meet with considerable delay, if not being unable to secure cargoes at all. There will no doubt be a large midsummer fleet, and it is stated that several charters have already been made for that period. Vessels will soon have no difficulty in securing cargoes, as the timber that has been made during the past winter is now being rapidly forwarded to Quebec. Present indications are that there will be a considerable addition of steam tonnage, and that the latter will increase year by year. Business may not reach the proportions it obtained some years ago, but there is a confident feeling that the present season's work will far surpass that done for the last two or three years, as the tone of the markets of Great Britain is extremely healthy. Our timber shippers are fully alive to the situation, as is manifest from the statement published, that the Messrs. Price Bros. have chartered eighty vessels for the season's trade.

OWING to the continued drought there is every indication that a very large number of logs will be tied up in the small streams, giving an additional value to what may be available. The banks will be called upon to carry so much more until another season, thereby enhancing the cost to the lumbermen to the extent of the amount of interest paid. The outlook in Canada, however, is far more favorable than that of Michigan as the copious rains in the east have relieved the anxiety of the lumbermen, the river St. John having reached within a couple of feet of being as high as it was during the freshet of last year. The drives on some of the small streams are out, and logs are coming down with a rush. The small quantity of snow which fell in the state of Michigan last winter has been in the interests of Canada, because not one saw mill in ten in that State has a sufficient supply of logs for the coming season's cut. It is said there are a billion logs tied up in the woods of Michigan owing to the scarcity of water in the rivers to drive them to the mills. Canada has fared much better, yet there are about forty million logs tied up in the Algoma district. There was a large stock of lumber on hand in Canada at the close of last season owing to the dull trade, the result of the Presidential campaign in the United States which paralized the markets. The people of the United States must have lumber, and if on account of the lack of water the lumbermen are unable to float the logs to the mills, and the demand exceeds the supply, they will have to look elsewhere for their supplies; and if there is not a veritable boom in the lumber trade of Canada this year prices will be well maintained, if they are not better than former years. The outlook is not discouraging.

THE creditors of Marks, Dobie & Co., Thessalon, some twenty-five in number, representing houses in Montreal, Hamilton, Toronto and Collingwood, have succeeded in making a settlement with their creditors. At a meeting of the creditors it was shown that their total assets amounted to $105,000, and after deducting all accounts which were at all doubtful, and outside of an amount of $20,000 owed George Marks, the liabilities remained $85,000, thus showing a surplus in assets to the amount of $25,000. The firm offered a settlement of sixty cents, at four, eight, twelve and sixteen months, which was readily accepted by the creditors, who expressed the firmest confidence in the integrity and business ability of the firm. The main cause of the trouble was the wrong estimate of the amount of timber on the limits, there being only about 15,000,000 feet where the estimate presented to the firm by the contractors stated that there were 55,000,000. The rough country which required an extra amount of labor to put the roads, etc., in shape, and the lack of snow during the latter part of the season, was a strong hindrance, the men having to work during the nights to take advantage of the frosty weather. When Marks, Dobie & Co. promised to advance supplies to the contractors the estimates promised fortunes, and the contractors being old lumbermen, the firm accepted

the estimates as correct, without examining the limits themselves. It appears that there was no agreement whatever to the effect that Marks, Dobie & Co. should pay, or guarantee to pay, the wages of the men, although there were some whose wages they did guarantee and who have since received their pay. They simply agreed to supply the contractors with provisions, etc. It is said that in their purchase of these limits Timothy, Nestor & Co. lost over $175,000. In the township of Morin alone, their own bush ranger estimates that there were 55,000,000 feet where there is only 10,000,000. It appears that the contractors instead of paying the shantymen absconded to the States and left the shantymen to whistle for their winter's pay. The logs were taken out by John Rowan for Matheson & Co., and between Marks, Dobie & Co. and John Rowan they got all that was coming them from the firm. When the men found that they could not get their pay it was natural enough for them to ask where the $37,000 paid to them had gone to. They undertook to hang on to the logs. The improvements that Rowan had to make and the unnecessary distance he had to draw his supplies left him in the ditch. John Boyd was in a similar fix, but it is said he had nothing to lose. Rowan lost all his horses and plant, all were mortgaged, registered at the "Soo" on the 4th of March. Marks, Dobie & Co. were the securities for Rowan & Boyd, and this circumstance is what caused their failure for $75,000. It was out of these troubles that the rioting at Bruce Mines grew. The shantymen, some 500 in number, took possession of the logs and refused to allow the lumber company to take their logs down the river. The shantymen had dynamite in their possession with which they blew up the dams, which will have to be rebuilt before the logs can be floated down the river. Violence being threatened the authorities were invoked for aid, a detachment of constables was sent from Toronto, upon the appearance of which the men blew up the bridge. The police at once proceeded to rebuild the bridge, and as soon as they were able they crossed over and charged upon the shanties. So far no lives have been lost, but great damage has been done to the stores. It falls extremely hard upon the men to lose their winter's earnings, and to prevent trouble from a like cause in the future a law should be passed making the shantymen's wages a lien upon the logs.

A CORRESPONDENT of the *American Cultivator* cites some interesting experience showing the profits of growing timber. Twenty years ago he bought a farm and cut off the wood and timber which covered 12 to 15 acres. The pine was mainly on six acres—scattered and in clumps. No trees over ten inches thick were left uncut, yet three years ago, over 100,000 feet of box boards were cut on this lot. In 1855 he bought a lot of 115 acres, upon which all the timber had been cut five or six years before; the little pieces left were too small to make timber of any description. The growth was mostly hardwood and poplar. In 1861-2 he netted $1,200 from the timber taken off the new growth; two years later he netted $800; and two or three years still later he sold the soft timber for $600 and refused $1,000 for the remaining timber. The lot was presumed very poor soil and cost only $600. An ordinary white pine, a foot in diameter, is worth almost nothing, but in 24 years each acre will carry 100 trees at least 20 inches in diameter and therefore worth a large amount of money. There is little doubt that poor lands grown in timber and carefully thinned, will produce more profit than the same land put in farm crops of any kind.

THE importation of all kinds of wood goods into Great Britain is by no means a decaying industry, but, on the contrary, is in a very flourishing condition as a statistical comparison of the importations of this class of goods during the last forty years readily shows. In 1837 wood goods were imported into Great Britain to the value of £832,182, and into Ireland of £237,782, or a total of £1,069,964. In 1864, the year preceding the one in which the duty was taken off all timber imported, we find that Great Britain and Ireland imported wood goods to the value of £2,247,278, or more than double that of 1837. On referring to the Board of Trade returns for the year 1888, we find that there were imported into Great Britain and Ireland wood goods to the value of £14,068,000, or fully thirteen times the value for the year 1837, when Her Majesty ascended the throne. This sum represents an enormous amount of material, no less a quantity than 6,220,000 loads, exclusive of fancy woods and staves. The proportions given are, log or hewn timber, 1,884,000 loads; sawn timber, deals, battens, or boards, 4,336,000; and of mahogany and fancy woods and staves 164,700 tons. These figures show that the timber trade of Great Britain occupies no mean place in the value of its imports, being now about one-thirtieth of the total importation of all classes of goods to that country. If we exclude fancy woods, we find that three-tenths of the timber imports are hewn timber, and the remaining seven-tenths sawn goods. Hewn timber does not therefore bear a heavy proportion of the wood imported, the bulk of it being in a sawn state. Taking into consideration that the United States use double the amount of Great Britain's timber imports, and the enormous quantities exported from other countries to her colonies, in addition to the consumption on the Continent of Europe, we can form a good idea of how large an industry the handling of timber has now become in all civilized countries.

WHEN a man undertakes to teach another he should first thoroughly inform himself, and when a politician sets himself up as a leader of the people and an enlightener of the masses he should be prepared to enter the field well organized with facts. Sophistry may do well enough for the unthinking and unwary but it requires something more tangible to elicit the approbation of the more thoughtful and practical classes. Mr. Erastus Wiman, the political blacksmith, with the aid of his striker, Mr. Benjamin Butterworth, a well known politican on the other side, who affiliates with the protectionists in his own country and with the free-traders in this, seeks to weld Canada and the United States together into one political union in order to patriotically enhance his own interests, and in doing this he shows a determination to accomplish his purpose by ignoring the rules of logic and the utter disregarding of facts. In a recent communication to the *North American Review* he makes this statement: "One-half the lumber consumed in the Western States is cut from Canadian forests." Referring to the above, the *Lumber World*, an American journal, gets on this man Wiman with both feet in the following style: "According to the statistics of the Dominion of Canada the total annual log and lumber production of Canada is about 1,510,000,000 feet, while the Western States consume at least 6,000,000,000 feet annually. It would appear from this fact that Mr. Wiman is at least 50 per cent. out of the way, a very serious error, even in case the total log and lumber production went to the Western States, which is by no means true. To make the error still more serious and inexcusable, it is only necessary to quote the government statistics, which show that for ten years past the yearly average export from Canada to the United States has been about 490,000,000 feet, and that about 250,000,000 feet of that total have been bonded for export from the United States! As the consumption of the United States aggregates 29,990,000,000 feet annually, as Canada's total production is about 1,510,000,000 feet, as the Western States consume nearly 6,000,000,000 feet, as Canada sends to the United States 490,000,000 feet, and as only 240,000,000 feet of that total is consumed in this country, it is easy to comprehend how dense, how dark, how solid, how hopeless is the ignorance of Mr. Agitator Wiman, who is trying to flamfoozle 65,000,000 people into the idea that the chief end of the existence as a nation is to make regulations that will enrich him! It is this same Mr. Wiman who not long ago informed the wheat-growers that the great depth of forest in the ground in Manitoba fitted that country most admirably for wheat-growing. It would seem to unprejudiced observers that this eloquent Mr. Wiman should be sat down upon in the interest of common-sense. He has brought himself from Canada into the United States and grown wealthy, but now, when he proposes to carry the United States over into Canada to make the Dominion wealthy and prosperous, it is time to protest." This political blacksmith and his cohorts can lay the flattering unction to their souls that Canadians are not dreaming of political union or annexation. Canada is a great country with as fine a climate as any country on the face of the globe, rich in its productions, blessed with enumerable water ways, a railway extending from ocean to ocean, innumerable lines carrying the products of the soil, the forest and the mine, to the various points where they are needed. Canadians are fully capable of managing their own affairs in their own way and to suit their own purposes. They want no dictation or instruction from unscrupulous American politicians or reckless adventurers.

THE EXPORT DUTY ON LOGS.

THE export duty on logs is still an open question, and it is likely to remain so for some time to come. It has been, and it still continues to be, discussed by our contemporaries on both sides of the line, and it is well that it is so, for it is a matter of the gravest importance as to the future of the second leading industry of the country. The lumbermen themselves are by no means a unit on the question, the Maritime Provinces being largely in favor of the maintenance of the duty, while western Ontario and Manitoba are largely in favor of its reduction, if not in favor of its repeal altogether. It is a well known fact that when the duty was increased last fall, it was done so at the earnest request of some of the leading lumbermen of Ontario, and it was done without an actual knowledge of the facts no sensible person will deny. In acceding to the requests of the lumbermen, whether the government are to blame or not, they had a precedent for their action established in 1879, when the existing duties upon wheat and flour were fixed by the late Mr. Gibbs after consultation with the millers, who had practically the making of the tariff. The action of the lumbermen in asking for an increase of the duty was undoubtedly stimulated by the issuing of President Cleveland's message of retaliation—a message dictated by neither wisdom nor statesmanship, and which no person well informed on American politics ever for a moment supposed would be carried into effect. The issuing of the message proved to be a mistake, yea more, it proved to be a fatal blunder to the Democratic party, when in its zeal to catch the Anti-British vote in order that it might be enabled to retain power, it estranged thousands of naturalized Scotch and Canadian voters, who were sufficiently numerous to remand the Democratic party to a negative position, and who have since atoned for their blunder by the loss of power.

It is now seen that the increasing of the duty upon logs was not only an unneighborly act, but an absolute mistake, and the more so when we consider that the imports of American logs into Canada free of duty are four-fold greater than the export of Canadian logs into the United States. It is true that a small portion only of the lumber manufactured in Canada from American logs finds a market in this country, the great bulk of it being shipped back to the States; yet it brings Americans in direct contact with our manufacturers, and while it is a matter of convenience to them to use our waterways to get their products to market, the bringing of the logs to this side in order to manufacture them into lumber gives employment to a large number of Canadian workmen, and being American products they are again exported free of duty, the advantage being largely in favor of the Americans.

The interests of the lumbermen are so varied that it makes this question a very troublesome one to handle. In order that we may be able to draw just conclusions let us carefully examine the facts. As stated in a former issue of THE LUMBERMAN, the export of logs from Canada to the United States from 1880 to 1888, nine years, was $2,251,339, while the imports of logs into Canada from the United States during the same period was $10,619,850. Logs exported from Canada to the United States are principally from the Lake Huron region to Michigan mills. To some extent logs are also exported from the Maritime Provinces. It is estimated that from 50 to 100,000,000 feet of spruce, pine and cedar are floated down the River St. John from the State of Maine to St. John, N. B. The

trade in the Rainey River Valley and Southern Manitoba is furnished with logs from Minnesota, and it is here where the greatest amount of logs are exported from the United States. The effect of the repeal of the export duty would be to largely enhance the value of our timber limits, thereby making the rich timber owner richer, while at the same time it would work to the injury of the saw mills. The question for thoughtful men to consider then is: shall we in order to keep a minimum amount of logs at home debar ourselves to a great extent from a desirable market for our manufactured goods? Yet, should the Americans increase the import duty on lumber, even up to $5, we have nothing to fear, for a portion of Canadian timber they must have, and in that event the extra duty would come out of the pockets of American consumers. Another thing, American timber lands are principally owned by speculators, and in case of an increase of the import duty they would take advantage of it and put up prices, thereby putting both countries on a more equal footing. It is not clear just what the Dominion Government will do in regard to reducing the export duty, but the country can rest assured of one thing, as it is conservative in its character, that it will take time to consider, and when it is ready it will take such action as it deems best for the interests of the country.

SPLINTERS.

THE import of timber, hewn and sawn, into Great Britain from Canada during the month of April amounted to £56,978 against £28,182 imported in April, 1888, showing an increase for the month of £28,796.

* * *

MR. AUBREY WHITE, Assistant Commissioner of Crown Lands for Ontario, denies that he stated that lumbermen who held licenses from the Dominion Government to cut timber in the formerly disputed territory would be able to continue on licenses from the Ontario Government by complying with the Provincial Crown Timber regulations.

* * *

THE timber market is quite active in Toronto this season and prices are fair. But very little oak is being shipped from Michigan in cubic form this season, a large portion of the supplies coming from Northern Ohio. Several hundred thousand feet of board pine was put in in northern Michigan and the Georgian Bay country last winter.

* * *

INCREASED business, and the necessity of more ample accommodations, have caused B. F. Sturtevant, manufacturer of Blowers, Heating Apparatus, Engines, &c., to move his New York branch office to No. 91 Liberty St. where he will be better able to meet the trade. He has also recently established a branch office at Portland, Oregon, under the management of Mr. O. C. Gove, who will handle the rapidly increasing trade of the Pacific Slope.

* * *

THE twelvth annual convention of the National Association of Lumber Dealers, an organization which seeks to protect the interests of retail dealers against unfair treatment on the part of those from whom they purchase their supplies, was held at the Tremont House, Chicago, May 8th. The attendance was small, and but little business was transacted. The time of meeting was changed from the second Wednesday in May to the third Wednesday in January. It is probable that the next place of meeting will be held either at Kansas City or St. Louis, Missouri.

* * *

HUGH R. ROBERTSON of Joggins raft fame has recently been exploring the lumber districts of the Pacific coast. He says that a company is being formed in England to transport lumber in the form of rafts from Canada to England. The Pacific coast has been selected as a basis of operations, because it is easier to cut and float the logs there than on the Eastern coast. The only obstacle to the plan now is the Canadian export duty, but they are working to have this removed. In the vent of the Government deciding otherwise, the company will confine their operations to the American coast in Washington Territory, Oregon, California and Alaska for shipment to the Southern states.

FOLLOWING in the wake of the Oklahoma boom another springs up in Dakota. The boom for Sioux reservation lands continues and the excitement is daily growing. It is said the prospects are that before sixty days elapse the boom will equal, if not exceed, that in Oklahoma Let those who have a natural hankering for cyclones and blizzards join the grand procession at once. For our part we prefer to remain in God-protected Canada, far away from land sharks and official plunderers.

* * *

UNDER the amended "Culler's Act" now in force it is not compulsory to have any lumber measured, culled or assorted, except all square and waney timber shipped for exportation by sea. This must be either measured, culled, or counted, at the option of the persons interested, by a licensed culler, under the supervisor or deputy; and the owner or shipper of such timber, or the proprietor or lessee of the premises from which such timber is unlawfully shipped, shall incur a penalty equal to the market value of timber shipped.

* * *

THE annual conclave of the Poplar Manufacturers and Wholesale Dealers' Association was held in the Grand Hotel, Cincinnati, beginning on Tuesday, May 7th. The attendance was large, 37 firms and companies being represented out of a membership of 61. The price list was advanced from $1 to $3 a thousand on first and second clear rough lumber, and an equal advance was made in rough clear saps. Advances of 25 to 50 cents were made on dressed lumber, the design being to equalize prices as between rough and dressed stock, when the discounts on both classes were considered.

* * *

MR. AUBREY WHITE, Assistant Commissioner of Crown Lands for Ontario, and Mr. G. P. Kirkpatrick, chief of the survey department visited Ottawa last month, and accompanied by Mr. Bronson, M.P.P. they called upon the Deputy Minister of the Interior. It is understood that the object of their visit was to make final arrangements for the separation of the Ontario crown timber business from the crown timber office at Ottawa. It is expected that in the future all the licenses will be issued, accounts kept and dues collected by the department at Toronto. It is also stated that the bona fide lumbermen who obtained licenses from the Dominion Government to cut timber in the formerly disputed territory will be able to continue as licensees of the Ontario Government on complying with the provincial crown timber regulations.

* * *

THE supply of black walnut is rapidly becoming exhausted, and there is no satisfactory substitute for it in this country. No other tree can approach it in value. It is a rapid grower, and it will thrive in almost any soil on this continent. It is a sturdy, handsome, vigorous tree, easily grown, because no animal and only one insect feeds upon it. The black walnut has a trancendent value but little known, which is that the fine European walnut grows finely on it, either stock or top grafted. The hardier varieties of this finest of nuts from the north of Europe should succeed top grafted on this hardy stock in Ontario and the Northwest. It can be made to yield a fortune by those who cultivate it on a large scale. In twenty years a grove will have more than have paid all expense and interest on the investment. In fifty years at present prices the trees would be worth at least $20,000 per acre.

* * *

A LARGELY attended meeting of the Southern Yellow Pine Association was held, May 2nd, in the parlors of the Exchange Hotel at Montgomery, Alabama. The association comprises the States of Georgia, Alabama, Mississippi and Louisiana. The question of freight rates was discussed at considerable length, after which the President appointed a committee on prices. The committee reported a scale of prices rather lower than that of last year. The explanation was made that it was intended to be a minimun scale; but the scale only included flooring, ceiling and finishing boards. Free discussion developed the fact that there was great diversity among mill men as to the prices they received, and considerable difference in grades. Some got more for ceiling than flooring, others less. The price list was adopted. The association will meet again at the same place on the second Thursday in July next.

* * *

PROVINCIAL Detective Green who had charge of the government force of officers sent to the Bruce Mines to maintain order among the rioting shantymen has succeeded in bringing about a settlement. The company offered to make the men a present of $2,500 and a surplus of 25 cents a standard on 50,000 logs after the expense of taking the logs down the river, which should have been met by the contractors, was deducted. The company held back certain portions of the money due the contractors as a guarantee that the work would be done. This amount they proposed to devote towards paying the men, together with their denotion of $2,500. The men, however, refused to accept the proposal, and wild times ensued for a while. Finally, largely owing to the tact and good judgment of Mr. Green, a settlement was come to between the company and the men. The men will get a smaller percentage of the wages than at first offered, but will be continued in the employment of the company.

* * *

IT is important for lumbermen to know that the Montreal Car Wheel Company manufacture exclusively railway, tram, and lumbermen's car wheels. In the manufacture of these wheels the highest grades of charcoal pig iron only are used, the wheels are run in chills and the greatest care is given to the regulation of the depth of chill and of the strength of iron used. By the use of such irons and with their system of manufacturing, they are enabled to make a far better class of wheel than that manufactured by the ordinary founders. They finish their wheels so as to make them perfectly true to circle and bore them to a dead centre, and balance as perfectly as it can be mechanically done. If desired they can furnish their wheels pressed on axles and ready for use, and they can at any time supply drawings and particulars of the wheels made by them, and they are prepared to make any pattern called for by purchasers. They are at present supplying railroad wheels to the leading roads of the country. See advertisement in another column.

PUBLICATIONS.

The *Lumber Trade Journal*, published at New York City, sends us a very convenient and well gotten up directory of the New York trade and those of neighboring cities. It also contains the inspection rules of New York, Boston and Baltimore, as well as other information valuable to lumbermen. Sent postpaid, in any number, at ten cents a copy.

We are in receipt from Willian H. Sayward, Secretary of the National Association of Builders of the United States of America, a copy of the Official Report of the third annual convention held at Philadelphia, Pa., February, 1889, for which he has our thanks.

"Merx," the financial critic of *The Budget*, refers to the discussion in the House of Commons on the customs seizures, and expresses the belief that this will be the beginning of a change from which radical changes may be expected to result.

We have received from Mr. Wm. Edgar, general passenger agent of the Grand Trunk Railway, a little book of 96 pages with pictorial cover, entitled "Guide to Fishing and Hunting Resorts in the vicinity of the Grand Trunk Railway." It contains information respecting shooting, fishing and boating of the principal resorts near the Grand Trunk, which will be useful to our piscatorial friends and the pleasure-seeking public.

The Pacific Coast *Wood and Iron*, a monthly journal published at San Francisco, Cal., comes to us this month with a supplement containing two artotype views of the Duncan Mills Lumber Company, also a massive redwood 17 feet through, lately cut on their grounds in Sonoma County. The tree is represented as being about half cut through with eleven men seated upon the stump and two men and a boy standing between them and the tree. Choppers are standing around surrounded by chips evidently sufficient to fill a railway car. The views are from photographs taken upon the spot.

THE NEWS.

ONTARIO.

—An extensive furniture factory is being erected at Berlin.

—Mr. J. B. McNaughton, lumber dealer, Meaford, has assigned.

—All the mills at Parry Sound are cutting and the lumber trade is booming.

—James Thompson's saw mill, at Orkney, is cutting 15,000 feet of lumber daily.

—Thomas Batman, of Green Bay, has bought out the Sheguiandah saw mill.

—Johnston & Blair's shingle mill at Whitoff burned some time ago is being rebuilt.

—Complaint is made of the interfering with navigation at Bracebridge by saw logs.

—Mr. James Dollar, of Bracebridge, has over 1,000,000 shingles ready for shipping.

—The first of this season's cut of saw logs arrived at the Belleville boom on the 13th.

—Messrs. Brennen, of Sundridge, have about one and a half million of logs at the falls.

—The large saw and grist mills of George Marks & Co., at Bruce Mines, were burned May 8th. Loss heavy.

—Mr. A. Seaman has purchased the Sill's mill site at Wiarton, on which he intends building a large saw mill this summer.

—The grist and lumber mills belonging to Mr. George Marks, Bruce Mines, Algoma, were burned recently. Loss not stated.

—Mr. Wood's mill, Fesserton, has started up for a good season's work. The other mills are expected to commence work soon.

—Caldwell's big lumber mill at Clyde Forks was burned May 8th. The mill was valued at $60,000; insurance upon mill and lumber $33,000.

—The saw mill owned by Mr. J. Doolittle, near Centerville, Middlesex county, caught fire while the men were at dinner and was totally destroyed.

—Boyle & McCracken, have leased MacLaren & Co's saw mill at Green Shoals, a point five miles below Gatineau Point, and will start up for the season.

—Cradser Kraner, a German laborer, was instantly killed in Cameron & Kennedy's saw mill at Rat Portage, by the saw breaking and cutting his head off.

—A lad named James Found, slipped and fell on belt in a saw mill at Long River, P. E. I. He was thrown upon the circular saw and literally cut in two.

—Sutherland's stave mills at Harwich station were totally destroyed by fire May 7th. The machiney used was the only sample of the kind in Canada. Loss heavy.

—Mr. Thos. Allen, of Perth, has bought the portable saw mill formerly used in Dickson's mill near Pembroke. Mr. Allen intends taking the mill to near Sharbot Lake.

—McLachlin Bros., of Arnprior, have erected a large iron crematory for burning the refuse at their saw mill. It is over 160 feet high, 30 feet in diameter at the base, and 18 feet at top.

—The Messrs. McLachlin Brothers, of Arnprior, are having a handsome new tug built in their lumber yard, which they will use in towing logs from there to the mills at Goodwin's Bay.

—Carswell, Thistle & Mackey's mill at Calabogie has received a thorough overhauling. One of the many improvements is a machine for loading logs on the cars out of the water.

—John Longeway's saw mill in Logan township, seven miles north of Mitchell, has been burned. The loss is fully $3,000, covered by $500 in the Perth Mutual, and $500 in the Waterloo Mutual.

—Shipping by boat from the Chaudiere is brisk and the export trade has fairly commenced. Considerable lumber is being shipped by the Canada Atlantic railway to different points in the States.

—R. W. Mutchmore's little saw mill, at Providence Bay, is making first-class lumber this season and has this spring cut about 700,000 feet of pine lumber. His stock of logs will make 2,000,000 feet.

—Robert Lane, owner of a saw mill near Teeswater, while making shingles slipped on some material that had accumulated beneath the machine and fell against the saw, severely lacerating his left arm.

—A man named Marie was severely injured while working at a circular saw at Duncansville, May 4th, necessitating the amputation of his right arm near the shoulder. He suffers likewise from internal injuries.

—Mr. Campbell, of West Toronto Junction, has opened a lumber yard in that thriving burg; and in addition he is erecting a large planing mill south of the C. P. R. depot, which will give employment to a number of men.

—J. B. Smith & Sons, saw and planing mill at Southampton, burned on May 7th. The building was entirely destroyed and a quantity of lumber was also burned. The loss is estimated at $3,500; insured for $1000. Cause of fire unknown.

—Mr. J. T. Harvie, having cut out all his stock of timber in the vicinity of Doe Lake where his mill was situated, has now removed it to Germania, where he last year purchased additional limits, sufficient to keep his mill in operation for several years.

—Mr. Parker Davis, of Nogey's Creek, near Bobcaygeon, lost his shingle and lumber mill by fire. The mill was a good one and well supplied with machinery. The property was valued at between five and six thousand dollars, and was insured for $3,000.

—Mr. Milton Knox, of Messrs. Perley & Pattee's lumber concern, has returned from Lake Temiscamingue. He says a good winter's work has been accomplished in that district. The Temiscamingue Colonization Co., is wonderfully improving the appearance of that section.

—Six men in the employ of Messrs. R. H. Klock & Co., had a narrow escape from drowning. In running the Toon Rapids their boat was swamped, and had not a boat's crew of Hurdman's men been in the vicinity some of them would most undoubtedly have met a watery grave.

—Drumbo *Record:* Messrs. W. I. Reid and John McNnab, of Ayr, have bought thirty acres of timber on the farm of Mr. Walter McEwan, lot 8, Con. 5, Blenheim, consisting of excellent pine, cedar and oak. A saw mill will be erected and the manufacture of lumber begun shortly.

—The new planing mill at Midland will be run by a joint stock company. The following gentlemen form the company: D'Alton McCarthy, barrister; John Eyer, lumberman; J. F. Paterson, banker; and William Pratt, mechanic. The company will be known as the Midland Manufacturing Co.

—Timber from the Georgian Bay is being shipped in large quantities over the Midland railway to Belleville, where it is rafted and taken to Quebec. From Quebec it is shipped to Liverpool. The Collins Bay Rafting Company have a gang of men employed at Belleville, as 1,000,000 feet of timber is to be rafted during the summer.

—Vessel building, an industry closely allied to that of lumber, has been carried on to more than the usual extent at Goderich last winter, giving employment to a number of men. A schooner of 200,000 feet capacity has been entirely rebuilt and a new one of about 350,000 feet capacity is nearing completion. The latter will be the best of her kind on the lakes.

—Messrs. A. McPherson & Co., Longford Mills, have begun work at both their mills. They pulled down the old shingle mill last fall and built a new one during the winter. Both mills are working well. They have a very large stock of logs and bolts, and they are well down. The firm shipped over one hundred and sixty carloads of lumber and shingles during April.

—Gravenhurst *Banner*:—Mr. W. Thomson was in town on Monday. After having had a very successful winter in lumbering near Torrance, he has located with his family at Orillia. Mr. Thomson has received from the Grand Trunk Railway Co., the contract of loading all the square timber, to be conveyed over their northern divisions, from Waubaushene and North Bay.

—A letter to the firm of R. Hurdman & Co., from George Hamlin, clerk in the employ of the firm, dated from Deux Rivieres, states that three of Thistle, Carswell & Co.'s men had been drowned and three seriously injured while attempting to run the Roche Capitaine slides. These slides are said to be very dangerous to run and lumbermen generally take the open rapids rather than risk the lives of the men.

—Algoma *Advocate*:—At Mr. Boyd's camps things are looking brighter, and the men are working hard to have every log in the river before the floods decrease. It is expected that Mr. Boyd and Messrs. Rayburn & Son will have a large balance in their favor when the work is through. All through the winter it has been a difficult matter for the the company's and the contractor's scalers to agree on the measurement of the logs cut It is reported that a deeply laid scheme to rob the contractors by unjust measurement has been discovered, and that when the Government scaler, Mr. P. C. Campbell, will have finished scaling, the contractors will be many thousand dollars ahead.

—Norman is a thriving village situated on the main line of the C. P. R., 130 miles east of Winnipeg and about half way between Keewatin and Rat Portage. From a mere lumber camp in 1886 it has grown into a place that will compete closely with Rat Portage or Keewatin. The chief industries of the place are three large saw mills, owned and operated respectively by the Minnesota and Ontario Lumber Co., Messrs. Cameron & Kennedy and Mr. H. Bulmer Jr. The three mills are now in full operation.

—The cedar mill at Deseronto is doing excellent work this season and Superintendent Roach is well satisfied with results thus far and a very successfull season is looked for. Mr. Wm. Mitchell has introduced a friction and straight belt for driving of Deseronto will be found more interesting to the casual and the shingle machines and these work satisfactory. The engine and boilers have been thoroughly overhauled and now work much better than formerly. Few, if any, of the establishments observant visitor than the cedar mill.

—Nipissing *Times*: Lumbermen of Nipissing and Algoma are everywhere expressing fears that the unusually low water which appears in the rivers and creeks this spring will greatly retard, if not quite prevent, the transport to market of a large amount of the square timber and log cut of the past winter. Unless the timber district is favored with a heavy rainfall soon many will suffer heavy loss. Those who are fortunate enough to reach Quebec with timber will doubtless realize good prices on account of the reduction in the supply called for this year. A few seasons like this would have the effect of transferring the chief timber transport of this territory from the waterways to the railways.

—The Orillia *Times*:—The steamer Longford made a special trip across to Longford having on board the President and Directors of the Rama Timber and Transport Co., who went over to attend the annual general meeting held at their office yesterday. The secretary read a statement of the season's operations, which was very satisfactory. After taking dinner at the Longford Lumber Co.'s boarding house, the officers of the company boarded their tug, Comet, commanded this season by Capt. John Adams, and proceeded to inspect the works at the canal and Portage. Everything was found in good order, and the officers and directors were very much pleased with the look of things. They expect to have a busy season's work, provided all the logs which are coming that way reach Lake St. John. Owing to the scarcity of water it is not unlikely that some of the logs will be "hung up."

QUEBEC.

—Trembley's saw mills at Lyster have been burned down. Loss heavy.

—Messrs. Price Bros. have chartered eighty vessels to export their timber to Europe this season.

—The logs are arriving so rapidly that E. B. Eddy has been compelled to start his lumber mill at Hull running at night.

—Over one hundred thousand feet of square birch have been made along the line of the Lake St. John railway during the past winter.

—Mr. Telesphore Madore, of Quebec, has been appointed general agent for Quebec timber lands of the Ottawa district. Mr. Madore has established his office in Hull.

—Francis McCaffrey's saw mill at Riviere Neir on the Athabasca branch of the Grand Trunk, was entirely consumed by fire, May 7th. Loss $5,000; no insurance.

—The Port Neuf pulp and saw mills, belonging to an English company and held for some time past by Messrs. Gibson & Campbell, has been sold to another English syndicate for $30,000.

—Mr. James Gorman has received the machinery for the new steam saw mill which he is erecting on the Schneil a short distance from Fitzroy Harbor. He expects to have it in running order this season.

—One of the returned lumber merchants says that during the past winter Quebec timber merchants have had the business pretty much their own way in the European markets and they must have very profitable contracts. The yards on the other side are almost bare of timber. A large spring fleet is not anticipated as most of this season's shipments are not yet come to market. There will however be a large midsummer fleet. A heavy increase is anticipated in steam tonnage which will for the future continue to grow larger. The British Government is going to spend ten million pounds on shipping this year, about half of which will be placed in private yards.

—Pierre Aumond, a French Canadian, lost his life last month in Mr. P. Donnelly's saw mills, Montreal. He was engaged in oiling a shaft when he slipped and to save himself from falling seized the shaft around which his clothes caught and he was whirled to death.

—To meet the anticipated demand and to keep up with the times, Mr. Lawrence, of Lawrenceville, has disposed of his old saw mill machinery and is getting in one of the improved mills with rope feed, &c., manufactured by the Jenks' Machine Co., of Sherbrooke. He is also getting one of the new adjustable tooth-saws manufactured by the Montreal Saw Works.

—Mr. John Poupore reports that the cut of logs in the Ottawa district was very large this winter. The operations of the lumbermen have been facilitated by the heavy falls of snow and everything indicates that driving will be successful. Mr. Poupore says not only do prices remain satisfactory, but very extensive sales have been made by our merchants in England during the past winter.

—In April the Land Surveyors of the Province of Quebec held their first annual dinner at the St. Louis Hotel, Quebec, under the most auspicious circumstances. A large number of prominent guests were present, and numerous speeches were made. In the course of his remarks the Commissioner of Crown Lands stated that it was his intention, as soon as the resources of the Province would allow, to have the whole of the valuable lands surveyed inch by inch, so as to place the government in a position to know exactly the enormous resources of the Province, and turn them in the near future to the treasury.

BRITISH COLUMBIA.

—The Brunette Saw Mill Company, of Westminster, B.C., will add a plant for the manufacture of sash, doors, etc., to their mills.

—Mr. W. P. Sayward's mill property in Victoria and his timber limits on the northern coast have been sold to a syndicate of local capitalists for $265,000.

—S. C. Dodge and Hughes, president and vice-president of the Los Angeles (California) Planing Co., were in British Columbia recently, looking for a suitable site for a planing mill.

—The Department of the Interior advertised some time ago for tenders for 25 square miles of timber limits in the Rocky Mountains, B. C., slope. The successful tenderers were, Mackenzie & Holt, of Beaver, at a bonus of $100 per square mile.

—Vancouver *World:* It is believed there are more new buildings in process of erection in Vancouver at present than ever before in its history at one time. They are not by the dozen, but by the hundred, and in every quarter and section of the city.

—W. D. Robinson, whose elevator was recently burned at Carberry, is completing arrangements to start a saw mill at Ottertail in the Rocky Mountains with a capacity of 20,000 feet per day. He will also rebuild his elevator at Carberry, but will increase its capacity to 60,000. Building operations will begun in July.

—Mr. G. O. Buchanan is selling out his mill business on the line of the C.P.R. and removing to Lower Kootenay Lake where he will open out a complete saw mill establishment and make all kinds of house buiding material. The demand there is entirely local in connection with the mining camps at Toad Mountain, Warm Springs and Galena Bay. The mill will be located at an intermediate point and will have easy water communication with each of these camps. The quantity of gold, silver, copper and lead ores in sight at these mines is immense and four railways are projected which will have their terminus at the Lake. There is no arrangement by which Canadian goods or machinery (except express parcels) can be bonded through, nor is there any road except a pack trail through Canadian territory. Mr. Buchanan has therefore been compelled to buy machinery in the United States and pay Canadian duties upon it. The supply of timber is small in the country having been badly burnt, but Mr. Buchanan has enough in sight to supply the local demand for some years.

—The Columbia River Lumber Company intend building a saw mill at the Beaver, B. C., with a capacity of 80,000 feet a day. The company has put in a boom across the Columbia river, driven piling for a flume to convey water across the railroad track, and erected the frame work of the mill building. Part of the machinery is on the ground, and some 50 odd men are now employed by the company. The main mill building will be 147 feet long by 42 feet wide, and two stories high. It will contain two circulars and a gang saw, besides other machinery. The motive power will be furnished by three 30-inch water wheels, each having a capacity of 142 horse-power the wheels being driven by a 40-foot head of water. Its capacity when completed will be from 125,000 to 250,000 feet of lumber or dimension stuff a day. The company own timber limits on the Columbia and its tributaries, from which it is estimated 300,000,000 feet of lumber can be cut; the last limit acquired being one of 24 square miles on the Blackwater. The company expect to fill a contract for 300,000 sawed ties, and will put in three tie machines, each having a capacity of 1,500 a day.—*Truth.*

NEW BRUNSWICK.

—If the lumber gets safely down the streams, there is the prospect of a brisk summer in the North, and an unusually large quantity of deal will be shipped from Miramichi this season.

—The mills are in full operation at Coatsville. Mr. J. E. King, the chief operator, is doing a good business cutting spruce and hardwood deals. Mr. P. King is about to start his new rotary about three miles below here.

—The directors of the St. John River Log Driving Company for the current year are—James R. Warner, president; W. H. Murray, C. J. Woodman, William Tedlie, W. B. Beveridge. J. Fraser Gregory was elected Sec.-Treas.

—The quantity of lumber of all kinds cut on the Tobique river during the past winter is greater than for many years past. It is estimated that 75,000 railway ties will come down the various streams this spring. The cut of spruce logs is said to be one half greater than last year or nearly ten million feet.

—During April there was forwarded from Moncton to U.S. ports 26,700 railway ties and 919 cords pulp wood, of a total value of $9,358. There was also shipped from Hillsboro in April 496 cords fire wood, from Hillsboro and Alma 68,800 feet piling and a quantity of other stuff.

—The right to drive lumber on the St. John was sold at Fredericton last month, when George Tedlie secured the right at the following figures: From Grand Falls, 15 cents; from Salmon River, 3½ cents; from Aroostook, 14 cents; from Tobique, 6 cents; from Presque Isle, ½ cent; from Beckaguimic, ½ cent; from Woodstock, ½ cent.

—A few of the mills in the region roundabout Miramachi are in operation. The mill owned and operated by Thomas Ramsay, Esq., of Redbank, commenced work last week and the whiz of the circular makes (we cannot say sweet) music in the ears of the villagers. The mill is now sawing the plank for the new bridge at Redbank, which is being built by T. Killam & Co., the contractors.

—St. John has 18 lumber manufacturing concerns, whose total equipment of machinery is: 21 gangs, 24 shingle machines, 27 lath machines, seven rotaries, six single saws, three mulays, two paling machines, 19 box machines, four clapboard machines, eight stave machines and seven heading machines. During 1888 St. John turned out 157,026,928 feet of deals, 58,340,000 shingles, 105,446,000 pieces of lath, 364,200 boxes, 992,000 pieces of clapboard, 3,411,819 staves and 400,800 pieces of heading. A total of 1,611 hands was employed, and $395,045 was paid out in wages for the year.

—The *Globe* says: "A memorial has been forwarded to the Government by Mr. Hale, of Carleton County, signed by himself, and by Mr. Temple of York, Mr. Wilmot of Sunbury, Mr. Baird of Queens, and Mr. Gilmour of Charlotte County, praying the government to exempt the St. John river and its tributaries, under Canadian control, from the operation of the law prohibiting the deposit of sawdust in these rivers. The reasons are set out in the memorial, and particular stress has been laid upon the fact that on the tributaries on the American side the mills are in the proportion of six to one on the Canadian. Upon these mills there are no restrictions, they discharge their sawdust into the streams upon which they are situated. The result, the memorial claims, would be, if the law is enforced, to place the Canadian mills at great disadvantage as compared with their American competitors. Mr. Hale has been informed that the Government will give the matter their best consideration."

MANITOBA AND THE NORTHWEST.

—Joseph Riley has opened a lumber yard at Cypress River, Manitoba.

—Log driving on the Little Saskatchewan river, Man., has commenced. It is said there is plenty of water.

—Capt. Grahame, late Dominion Government immigration agent at Winnipeg, intends going into the lumber business.

—D. Ross, of Whitemouth, Man., last winter took out over 3,000,000 feet of logs, and has them all piled on the river bank handy to his mill.

—An investigation by officials of the Ontario Government reveals the fact that the deficiency in the accounts of A. F. Dulmage, Crown timber inspector at Rat Portage, will amount to over $20,000.

—Christie, of the new Brandon mill, and Mitchell & Bucknall, of the mill at Millwood, Man., have sent men of the Riding Mountains to bring down their logs.

—The new saw mill at Brandon is now in operation and has a capacity of cutting 30,000 feet per day, employing about 45 men. C. A. Larkin's new planing mill is also in operation.

—The firm of Whimster & Kayll, lumbermen and millers of Strathclair has been dissolved. The partnership has existed eight or ten years, the limits being in Riding Mountain, sixteen miles north of the mills. W. N. Whimster carries on the business while W. Kayll will go into mercantile pursuits at Vinden on the C. P. R.

—The Sturgeon river grist and saw mill, belonging to the Roman Catholic mission at St. Albert was burned last month. The fire started on the north side of the river, burning 1,300 saw logs which had been brought out from the Egg lake timber limit during the winter. It then crossed the river to the mill, which it destroyed with contents and about 300,000 feet of sawn lumber. The outbuildings of the mill were also destroyed, the dwelling house alone escaping. A quantity of grain and flour in the grist mill and the saws, planer, edger, etc., in the saw mill, were destroyed. The loss is variously estimated at twenty to forty thousand dollars.

AMERICAN.

—The *Railway Age* presents tables showing that 666 new railway lines, with an aggregate mileage of 53,436 miles, have been projected in the United States since January last.

—Boston parties are said to have purchased about 36,000 acres of timber land in Maine, near the terminus of the Megantic railroad, and taking in the entire township of Jerusalem. The tract is said to contain over 150,000,000 feet of stumpage, mostly spruce.

—The five masted schooner "Gov. Ames," the largest shooner afloat, sailed from Portland, Maine, for Buenos Ayres May 1st, with a cargo of 1,896,000 feet of spruce and pine lumber valued at $29,868. This is the largest cargo, with perhaps one exception, ever taken by an American vessel.

—Nicholas Petry, Rockport, Missouri, has invented a device for sawing tenons and gains and to save the time and labor of measuring them, the heads or holders of the frame having slits in which the saws are adjustably held, so that one saw can be dropped below the other, to permit cutting of enons having one side longer than the other, or both saws can be lowered, when the frame will form a gauge.

—It was not many years ago that the cottonwood tree was considered useless for the purpose of lumber. To-day it is crowding white pine out of the market for certain purposes, and large fortunes are being made all along the Mississippi out of this wood, which was once despised as much in that field as a garfish has always been amongst fishermen. In New Orleans white pine is worth $35 a thousand, while yellow cottonwood brings $65.

—There are 1000 mills engaged in manufacturing lumber and shingles in Michigan, with an invested capital of $48,000,000; value of annual product, $60,000,000; number of persons employed by these mills, 35,000; wages paid them, $7,000,000 annually; total lumber product of Michigan for 1886, almost 3,000,000,000 feet of lumber; shingles, etc., 283,838,000. The railroads of the state used 3,750,000 ties in 1885, 131,250,000 feet, and at least 1,5000,000 ties were shipped out of the State. The timber used in piling, bridging etc., amounts to about one-third of the above. It is estimated that Michigan originally had about 150,000,000,000 feet of pine, board measure, but now has only from 12,000,000,000 to 20,000,000,000 feet left. During the last five years the average cut has been about 4,5000,000,000 feet.

—McKenzie Bros., a lumber firm at Courtright, Ont., have assigned.

—The lumber mill at Hinchinbrooke, owned by Jno. Shellington, burned on the 27th. Loss $4,000. No Insurance.

—A drive of 40,000 logs of last season's cut, which was held over at Burleigh, are on the way to Mr. J. M. Irwins' mills at Nassau. Mr. C. Young has engaged the "Mary Ellen" to tow to the Point the logs which his shanty took out this season. These with the timber which he has purchased, will make a busy season's cut.

—The drive of saw logs belonging to The Dickson Co., Peterborough, under the charge of Mr. Fagan, passed Minden some days ago. They are cheifly of a superior quality, and with the excellent gang of men he has under him, he is making good time with his drive.

CARE OF OAK LUMBER.

There are so many species of oak that even experienced lumbermen are frequently perplexed to correctly designate to which class a sample piece of wood belongs. It is a wood which requires a great deal of care in its manufacture. On this subject a writer says: Ordinarily in the yard trade but two kinds are known—white and red. Among ship builders, carriage makers, and machinists may be found live oak, a species of wood that is peculiarly adapted to purposes where immense strength is necessary. The average lumberman, when he talks about white oak or red oak, is influenced solely by the color of the wood when it becomes partially seasoned. Again and again veterans in the wood-working business have been known to select red oak for white, and *vice versa*; from a dozen specimens of six different species of oak they have been unable to correctly name a single sample.

Oak is a wood which calls for an unusual and unceasing care in its manufacture. The tendency of oak, from the moment an axe is planted in the side of the tree, is to split, crack and play all sorts of mean tricks on the owner. Such tendencies can be held in hand, and almost absolutely obviated, by following certain rules. A thick coat of waterproof paint applied to the ends of the logs is a wise expenditure; it prevents the absorption of moisture. Oak, when piled, should have the ends protected so as to prevent absorption of rain and moisture, followed by the baking process of a hot sun. Alternate moisture and heat is the prime cause of checks and cracks, and when such defects begin in oak they are bound to increase and ruin otherwise perfect stock.

Oak should be stuck as fast as sawed. It is a mistake to permit it to lie in a dead pile even for a single day. It is a wood that contains a large amount of acid, which oozes to the surface as fast as the timber is sawed, and, if the stock is allowed to remain piled solid, it is apt even in a few hours, to cause stain on the surface. The lumber should be stuck in piles not over six feet in width. The bottom course should be raised two feet from the ground, and a space of five inches left between the pieces. It is advisable to follow this rule up to about the fifth course, when the space can be gradually diminished to two inches, and continued to the top of the pile. In this way air has free circulation through the pile, and the lumber will dry readily. The pile should cant towards the back so that rain will follow the inclination.

Board sticks not over three inches wide should be used, the front stick placed so as to project a half inch beyond the lumber. This plan permits moisture to gather in the stick, not the lumber. Other sticks should be placed not over four feet apart, and in building the pile the sticks should be exactly over one another. By this plan, warps, twists, and sags are avoided.

It is advisable to pile every length by itself. This rule permits more systematic piling, and, in shipping, consignments can be made of lengths precisely as wanted. Thicknesses in piling should never be mixed. Twisted stock is certain to be the result if this advice is ignored.

The sap should be placed downward. The draft is upward, and any practical lumberman can readily observe the advantages of this advice. Every pile should be well covered with sound culls, the covering so placed as to project beyond all sides of the pile; raise it a foot from the top course. The piles should not be nearer than 20 inches apart; 24 inches is better.

A Land or Water Tug.

The North Bay *Times* has been permitted to inspect a novelty in the shape of a steam tug constructed for towing rafts on French river. Owing to the fact that this river is rather a chain of lakes separated from each other by numerous rapids than a river in the ordinary sense of the word, it has been found difficult to float logs over its waters without great expense and delay. The tug we describe is intended to relieve these difficulties by taking a form which will enable it to proceed upon land as well as upon water. It is built in the form of a large scow and attached to the flat bottom are heavy oaken shoes faced with iron, something like a sleigh runner. It is furnished with a large drum on which is coiled a wire cable half a mile long. These instruments are operated by the engine. When the tug is at work in the water it is supposed to be anchored. The wire cable is uncoiled and attached to a raft or boom of logs half a mile distant; the engine is set in motion and the revolutions of the drum coils the cable around its surface by which process the raft is drawn to the tug. The vessel being removed to another position the process is repeated until a lake is traversed, and a portage is reached, when the logs are released from the boom and shot through the rapids. In the meantime the captain of the tug advances his wire cable along a road which has been previously prepared on the land opposite the rapids, fastening it to a tree or other projection, sets his engine in motion when the wire cable is again coiled around the drum and the tug now moves forward upon the road like a huge sleigh, and the process is repeated until the water is reached at the other end of the portage. The tug is the invention of Mr. John West, of Simcoe, whence it was transported to North Bay by rail. It will be immediately placed on French river, if the device proves a success, it will be employed towing logs this season.

Timber and Canals.

Governor Russel Alger, who was at Chicago recently on his way west, said that the Nicaraguan canal project would be, in a measure at least, the solution of the problem of the future lumber supply of the United States. "Very few people appreciate the extent and superiority of the Washington territory fir," he said, "and the only reason it is not now brought east is the necessarily high freight rates by rail. Some of it now finds its way to New York by vessel, but the voyage is a long one. For several years, appreciating the fact that Michigan and Wisconsin pine lands were being rapidly exhausted, I have had my eye open for new fields, and three years ago I visited the Washington region, making a personal examination of the field. I think I am a fair judge of timber, and I don't hesitate in pronouncing the product of those regions in every way superior to our northen pine, and other countries recognize the fact. While I was in Tacoma I saw nine vessels bound for England, Germany and China loading at the wharves. If the canal is ever built an enormous lumber traffic by water will surely spring up, and it will possibly come just at the time when we need it most."

Systematic Planting.

The *Forest and Stream* is publishing a series of practical papers on forest restoration. It concludes the last by saying: Systematic planting on a nautical scale must wait, and will be sure to wait, until the little remnant of our forests shall be administered economically, and at such a profit on costs of exportation as will justify the outlay to cover the costs of replanting, but meanwhile, millions of acres of denuded forest land may be preserved from the destruction of its soil by fire, or its erosion by water, for the trifling cost of collecting and scattering the seed over their surface. The winds and the birds annually redeem thousands of acres in this way and we need only open our eyes to the importance of their labours to realize how much may be done in the same way by systematic, intelligent effort.

The Filer Dethroned.

The rapid pace of progress in sawmill machinery has brought more changes than one. Among others, says a Wisconsin mill man, is the dethronement of the filer from his exalted position as supreme dictator in the sawmill. Until up to a comparatively recent date he was grand mogul. Everybody else had to make reverence to his lordship, he practically dictated his own terms, and on his work depended the running or stopping of the mill. His reign is ended. With improved sawmill appliances the same degree of skill is not requisite. The man of ordinary gumption with a reasonable degree of familiarity with the mill appliances can do the job successfully in less than half the time formerly required and at considerably less than half the expense. Peace to the memory of the dethroned monarch.

BRITISH COLUMBIA SAW AND SHINGLE MILLS.

We have compiled for the benefit of our patrons the following list of saw and shingle mills in the Province of British Columbia. There may be some omissions but it is as near complete as we could possibly get at the present time.

		Daily Capacity
Moodyville Saw Mill Co.	Burrard Inlet, N.W.	105,000
Hastings Saw Mill Co.	Vancouver	65,000
Royal City Planing Mill Company	New Westminster (2 mills)	110,000
" " " "	Vancouver	30,000
Leamey & Kyle	Vancouver	50,000
W. R. Sayward	Victoria	
Wm. Sutton	Cowichan	35,000
Haslam & Lees	Nanaimo	70,000
Croft & Angus	Chemainus	50,000
Shuswap Milling Co.	Yale District (2 Mills)	32,000
Muir Bros.	Sooke	12,000
Brunette Saw Mill Co.	New Westminster	30,000
Fader Brothers	Vancouver	75,000
Port Moody Saw Mill Co.	Port Moody	15,000
W. A Johnston	Quesnelle(Cariboo Dis.)	20,000
J. B. Nason	Bakerville "	7,000
Indians (Church Mission)	Alert Bay	5,000
Cunningham Company	Port Essington	8,000
G. Williscraft	Georgetown	12,000
N. Hanson	Kootenay District	10,000
Indians (Kincolith)	Naas River	3,000
Vancouver Lumber Co.	Vancouver	60,000
The Columbia River Lumber Company	Beaver	80,000
W. C. Wells	Palliser	20,000
A. J. Borral	Langley	15,000
Knight Bros.	Popcum	
G. F. Slater	Vancouver	
Geo. Cassady	Vancouver	
J. Valentine & Co.	Revelstoke	
Victoria Lumber & Manumacturing Co.	Victoria	
Fred Robinson	Beaver Mills	
Wm. Pinchbeck	150 Mile House	
Pioneer Lumber Co.	Port Moody	
R. Cunningham	Skeena	
G. O. Buchanan	Twin Butte	
W. S. Chambers	Victoria	
Robert Grant & Co.	Wellington	
Hugh Burr	Ladner's Landing	
J. McDonald	Craigellachie	
S. McKay	Griffin Lake	

IN CONTEMPLATION.

John Frederickson, Oyster Harbor, Vancouver Island, Shingle Mill.

Captain Armstrong, Oliver's Landing, Columbia River, Saw Mill.

IN COURSE OF CONSTRUCTION.

G. A. Buchanan Nelson, Saw Mill.

AMERICAN NOTES.

—Ten million feet of lumber in the yards of the Empire Lumber Company, at Hannibal, Maine, were burned last month by a fire started by sparks from a locomotive. Loss $100,000.

—The Methudy & Meyer Lumber Co., St. Louis, Missouri, recently assigned, with assets at $172,280.33 and liabilities at $224,619.33, has made a proposition to the creditors for a compromise at sixty cents on the dollar.

—Geo. H. Holmes, of Ogdensburg, N. Y., has obtained a patent for a band saw for cutting wood, having an annealed back and the rest of the blade and cutting edge tempered with the ordinary temper of wood saws, the back of the blade being thin and the rest of it of even thickness, making a saw designed to work smoothly without being liable to crack or break.

—The big raft that is to float from Puget Sound down to San Francisco will be made of longer logs than were ever put into a raft on Atlantic waters. It will have but 5000 logs, as against the 25,000 in the big Joggins raft of last year, but none will be less than 100 feet long, and the great size of the sticks, it is thought, will bring the amount of lumber up to the big eastern raft.

—The Manufacturer's Record, of Baltimore, in its quarterly report published in April, gives the name, location and character of business of 1,259 new industrial enterprises that have been organized since the first of January. The amount of capital and capital stock represented by this list of new enterprises and the enlargement of old plants during the last three months is $58,227,000, as compared with $38,668,000 in the same time last year. The stream of humanity and wealth that for many years has flowed so steadily westward has found a new outlet, and in the wonderful resources of the southern states both capital and enterprise will find an almost limitless field of endeavor and abundant reward for achievement.

CORRESPONDENCE.

SUGGESTIONS ON PLANTING.

Editor Canada Lumberman.

It would be of great value to Ontario if this spring could witness an increased amount of tree planting; and, perhaps, not of less value, if a more general care were taken in the preservation of the small portions of forest which here and there still exist. We should remember that the experience of all nations teaches us that when the forest is destroyed fertility ceases in the land. On the great western prairies, people at first thought they could do without trees, as the ground, destitute of the forest, was fertile. But it was soon found that the great mass of dense prairie grass had answered the purpose of the forest, and when the land was chiefly brought into cultivation the same evils occurred which had been experienced on clearing wooded countries. What is wanted here is not so much the planting of lines of trees, (though these are excellent in their way), as the planting of large numbers of young trees in plantation form, covering a strip of some acres.

In such a plantation as this valuable timber can be rapidly grown. It is surprising to see in Kansas where the railway companies and also private individuals have planted forests by the square mile, what great trees have been produced in ten years. They plant them four feet apart every way, and do not intend to thin until they can take out trunks large enough for railway-sleepers. This they have been probably doing for sometime, as when I saw them four years ago they were nearly large enough. In a closely planted wood trees grow to timber, but set out alone they grow to branches. The plantation also has the impetus in growth given it of each tree striving to rise above the others, so that at last instead of short branching trees tall straight stems are produced. Good timber of many kinds is already scarce in Ontario, and the farmer who secures a valuable plantation of useful woods will add greatly to the worth of his farm. There are two points it would be well to attend to in doing this. The plants if taken from a forest should be chosen from the outside; and next, the plot should be cultivated to keep down weeds for a couple of years or longer if necessary. After that they will if cattle be kept away take care of themselves.

The forestry report for this year is now printed, and will be sent to any of your readers who forward me their address. There is no charge for it, and no postage to pay on it, it is a pamphlet sent free yearly by the Ontario Government in the interest of the forest preservation, and this year contains many articles of interest concerning forestry.

Yours, &c.

R. W. PHIPPS,
April 27, 1889. 233 Richmond St., Toronto.

MADAWASKA, N. B., May 22nd., 1889.

Editor Canada Lumberman.

Your valuable journal is one among the few to be found that is free from party prejudice, which accounts for the high esteem in which your subscribers hold it. I see you have changed your base in regard to the export duty; but I must beg leave to differ with you and at the same time give my reasons for so doing. Now suppose you owned mills in some part of the Dominion on some beautiful river, with water power to cut all the lumber the stream could supply. Americans come over the line and with unlimited capital control all the lumber on the stream above your mills, float their lumber by your mills and over your dam and manufacture it on the American side, thereby saving 35 cents per M. on shingles and $2 per M. feet on other lumber. By not exacting an export duty, the Dominion is offering a premium of the amount of the duty to Americans to come over and slaughter our forests and depress our milling industry; whereas, if an export duty was enforced to secure the manufacture of our forests at home, it would bring about a boom in the local milling business, and thereby stimulate both labor and agriculture.

Now suppose this said party of Americans cut stock to manufacture 30 million of shingles per year on the American side and if they paid a duty of 35 cents per M. on their shingle stuff making it equivalent to what we must pay to get it into their market it would amount to $10,500 per year. The clapboards and other lumber would amount to some hundreds more, and the loss in labor and consumption to manufacture the lumber at a small calculation would amount to $40,000 per year, or more. The above state of affairs has for years been carried on, until our forests are being denuded and our sons and daughters are being driven from the country.

I see in your news items, New Brunswick has the credit of collecting $465 paid for export duty, and if the Dominion had only done its duty, in our parish alone, $10,500 per year should have been collected. In regard to your argument about the Americans manufacturing so much of their lumber at St. John taken off American territory, I may say, if New Brunswick had got her honest rights not one stick of lumber would have been on American territory to be driven to St. John.

The capitulation of Ashburton gave to the state of Maine a great part of New Brunswick, to have the privileges of our waters and manufacture the lumber we had. The way Webster outgeneraled Ashburton it was agreed they should meet in a spirit of perfect candor. And how did Americans do it? Webster had a copy of the map in the Archives of Paris and on it drawn a string red line through the entire boundary of the United States, which line ran wholly south of the St. John, and between the head waters of that river and those of the Penobscot and Kenebec. He never allowed Ashburton to see it or know anything about its existence until the treaty was signed, so through secreting facts we were swindled out of our honest rights, they got our territory and they are not entitled to our sympathy.

P. O. BYRVM.

LUMBER TRADE IN THE NORTHWEST.

The importance of the lumber trade in the Northwest may be seen from the following account of the trade done during 1888. In the Edmonton district the collections for timber amounted to $973 more than 1887, or $6,767.

There are four saw mills in this district, three driven by steam and one by water power, having a capacity, two of 5,000 feet and two of 10,000 feet per day of 12 hours.

	Feet.
The quantity of lumber manufactured during the year was	2,038,301
The quantity of lumber sold during the year was	1,129,964
The quantity of lumber on hand October 31, 1888	2,189,077
All spruce:	
	Pieces.
Shingles manufactured during the year	866,507
Shingles sold during the year	847,700
Shingles on hand October 31, 1888	375,500
	Bundles.
Lath manufactured	76,775
Lath Sold	188,875
Lath on hand October 31, 1888	13,000

In the Calgary district the revenue amounted to $10,599.39. There are five steam mills and one water power, the smallest turning out 5,000 feet and the largest 25,000 feet per day of 12 hours, the timber cut being Spruce, Pine, Cypress, and Douglas Pine.

	Feet
Quantity of lumber manufactured during the year	3,677,308
Quantity of lumber sold during the year	2,371,552
Quantity of lumber on hand October 31, 1888	1,927,924
	Pieces.
Quantity of shingles manufactured	518,000
Quantity of shingles sold	204,250
Quantity of shingles on hand	408,250
Quantity of lath manufactured	593,050
Quantity of lath sold	227,150
Quantity of lath on hand	527,900

In the Prince Albert district the business was small, the dues collected being $3,220, of which $401 was for seizures.

There is only one saw mill in this district (steam), turning out 35,000 feet a day of 12 hours. The timber cut being Spruce, Pine, and Poplar.

	Feet.
Quantity of lumber manufactured was	1,755,590
Quantity of lumber sold was	1,132,151
	Pieces.
Quantity of shingles manufactured	1,709,666
Quantity of shingles sold	574,665
	Bundles.
Quantity of lath manufactured	4,385
Quantity of lath sold	1,728

In the British Columbia agency the returns show the revenue from all sources amounting to $25,567.

"The agent states that during the year there have been many inquiries by Eastern Canadian and American lumbermen with a view to establishing extensive mills in the Province at an early day." I may here say that Mr. James McLaren, of Ottawa, and others, sent out a few days ago a large staff of mechanics, millwrights, etc., to build a large saw mill in British Columbia. "The Douglas Pine and cedar of this province are recognized to be superior to any wood found in the East, the trees containing from 5 M to 25 M feet B. M., and defective trees being the exception."

Another advantage that presents itself to the lumberman being the immense market, as these superior woods find ready access by water to China, Japan, Australia, and South America, while a steadily increasing demand for the finer grades is developing in the Canadian Northwest territories which is supplied over the Canadian Pacific Railway.

The returns only cover saw mills operating under government license, therefore do not show the whole lumber output of the province.

There are in the district six steam and two water mills, producing from 10,000 to 75,000 feet a day, the timber sawed being Douglas Pine, Spruce, and Cedar. It may be interesting to give the names of the owners of the mills and locations, as well as the output. They are as follows:

	Feet.	Sold
Royal City Planing Co., New Westminster, cut	12,378,678	12,378,678
Brunette Saw Mill Co., New Westminster, cut	4,858,906	4,858,906
W. C. Wells, Palliser, cut	438,178	438,178
F. Robinson, Beaver, cut	4,208,535	4,208,535
Knight Bros., Popcum, cut	85,598	85,598
Hugh Burr, Ladner's Landing, cut	567,000	567,000
J. McDonald, Craigellachie, cut	1,100,000	1,100,000
S. McKay, Griffin Lake, cut	800,000	800,000
	24,436,895	24,436,895

It will be noticed that the whole actual output was sold within the year, a result which rarely occurs to any of our Eastern manufacturers. The report does not give prices realized, which information would be of considerable importance.

The Forests of Alaska.

It is a mistake to suppose that the whole of that territory is heavily timbered, a good deal of it being as destitute of timber as the desert of Sahara. There are nowhere any trees or other vegetation except moss above an altitude of 3,000 feet, the tree growth above 2,500 feet being of not much account. When it is considered how much of the country consists of lofty mountains, the area of timbered land becomes, under these conditions, somewhat restricted. The above remark applies, of course, only to that portion of the territory that has been explored, a comparatively small part of the whole. What of the timber or other resources there may be in sections remote from the coast no one knows. In the far north, where the country is believed to be less mountainous, there may be and very likely are, extensive forests, as is the case on the Eastern continent. The most common tree in Alaska is the Sitka spruce; the most valuable the yellow cedar. Both these trees grow to a large size, some of them reaching a height of 250 feet, with a diameter of six feet near the ground. Generally they are about 150 feet high and measure about four feet through at the butt. The Sitka spruce makes a good coarse lumber, much like the spruce and fir of California. The yellow cedar is, however, a much more valuable tree, having a close, fine grain, and being remarkable for its strength and durability. It is also very fragrant, and taking readily a fine polish becomes a most desirable cabinet wood. Hemlock is also quite a common tree in Alaska, with willow and alder along the water courses. The bark of the hemlock will some day become valuable for tanning purposes. In intimating that the forests of Alaska are in some sense restricted, compared with the extent of that territory, is not to say that they will ever suffer extinction. Centuries hence, when the forests further south have all disappeared, the coming generations will be able to draw their supplies from this vast timber preserve, which, with its power of production and its immunity from the ravages of fire, will prove practically inexhaustive. Owing to the moisture of the climate and the thick coat of moss that everywhere covers the ground, it is impossible for a conflagration to occur in the forests of Alaska.

Measured Lumber.

Statement of lumber measured at the Port of Three Rivers for the year ending June 30th, 1888. Spruce Deals, 6,476 pieces; Pine Deals, 4,525; Pine Deals, 30,000; Spruce Deals, 14,239; Pine Deals, 800; Spruce Planks, 2,760; Spruce Deals, 1,568; Pine Deals, 46,731; Pine Deals, 137,967; Spruce Deals, 57,747; Pine Deals, 70,698; Red Pine Deals, 2,415; Spruce Deals, 15,891; Spruce and Pine Lumber 417,781. The total amount accrued on the above amounted to $1,093.74.

HOME AND FOREIGN TRADE REVIEW.

Office of CANADA LUMBERMAN,
May 31st, 1889.

In the Toronto local trade retail yards are still complaining of dullness although a number of large contracts for warehouse, schools and offices have been allotted during the past month.

Many of these contracts have gone into the hands o comparatively unknown builders, while the older firms are still figuring up tenders.

The volume of housebuilding business has been very materially decreased this spring, and this will in a large measure account for the dullness in the yards. Speculative builders of the better class are converting their terraces into money before entering upon new enterprises, while the weak men cannot now get credit or loans as easily as they did a year ago.

Perhaps the dealers are learning wisdom and are drawing in the lines of credit that have hung altogether to loosely in the past.

A fair Western car trade is being done. Prices are still firm and there is no sign of weakening.

The stocks of dry lumber on the Georgian Bay, which were low at the opening of navigation, are rapidly being depleted. Vessel freights are low and plenty of vessels are asking charters.

There is very little being shipped to the United States from this section either by rail or water.

A few lots of D and B stocks and sidings have changed hands, but 1¼ and thicker C and P is still slow of sale.

For the past fortnight the usual monthly blockade in the Grand Trunk yards has been in force, and the shipments for this point have been held back. It seems strange that the local manager is content to sit in his office and allow his yards to be blockaded with loaded cars without making some effort to obviate the difficulty. An entire rearrangement of the shunting facilities is necessary and should be carried out at once.

During the past month trade has been generally good, so far as Ontario is concerned. Exports to the United States from the Ottawa district have commenced to move, and a large business is being done, and numerous vessels are being loaded for European markets.

Pine lumber, such as is used mainly by box makers, or good shipping culls, are in demand, and prices firm. 1x12 for West India shippers are in demand, and the advance price of early spring is fully sustained. The supply of dry stock is limited and we think the demand will keep pace with the supply of these grades for the balance of the season. Higher grades of lumber are moving slow and concessions are being make to effect sales.

Owing to decreased manufacture of cars in Canada, car lumber is off in price, and dull.

Shingles are very dull, and it is difficult to sell any but the very best brands.

Brown Ash is in fair demand, for dry, good lines, well manufactured, and thick ; but common grades are very unsaleable.

Lath are moving off fairly well at a slight advance on last year's prices, which advance we fear will hardly be sustained.

Timber limits are in good request, and what sales have transpired are very satisfactory. Pine timber lands, are to some extent, being inquired after.

The outlook for the lumber trade at Montreal is not specially promising for a large amount of business. Stocks on hand and at the mills are heavy, while the contractors are understood to be well supplied. Prices remain steady. Quebec merchants are looking for an active trade as soon at the vessels begin to arrive. Since foreign firms have purchased the Clyde fleet of sailing vessels, which were formerly engaged in the Quebec timber trade, the business has gradually fallen into the hands of foreigners, who are now receiving high rates of freight. It is learned from Glasgow that in order to check their high rates four steamers have been chartered to carry timber from Quebec to Greenock this season.

Between 30 and 40 million feet of lumber will be hung up at the head waters of river St. John, N. B. Nearly all the logs in the Aroostook are hung up and the same may be said of Tobique river.

The American lumbermen and timber dealers are again working themselves into a frenzy over the Canadian export duty on logs, and are threatening dire retaliation in case the duty is not abolished or reduced. A memorial and petition has been forwarded to the secretary of the Treasury, and the secretary of State, by lumbermen and timber dealers of Buffalo, Tonawanda and Lockport, N. Y., and others of a similar character are about to be sent from Saginaw, Bay City and other eastern Michigan points. The purport of the memorial is to influence the United States government to put a plenary duty on Canadian sawed lumber, "*or some other impediment* to its importation, while the export duty is continued."

FOREIGN TRADE REVIEW.

The British Board of Trade Returns for April and the four months inclusive are considered very satisfactory. The total export for April, 1889, were valued at £19,569,647 as against £17,775,474 the preceding year, showing an increase of £1,794,173. The exports for the four months, including April, were valued at £80,039,699, as against £74,398,875 same period last year, showing a balance in favor of the present year to date of £5,640,824. The imports for the month of April are valued in the present returns at £37,225,549, as against £32,098,693 for April last year, showing an increase of imports this year of £5,126,856. The estimated value of imports for the four months is given at £143,751,283, as against £128,978,878 the same period last year, being an increase of £14,772,405 of this year's import trade. On a comparative scale of increase we find that the imports increased in the month of April nearly as much as the export has done in the four months including April.

We note that hewn timber shows an increase on last year's shipments to the 30th of April of no less than 142,297 loads, the principal contributors being Sweden and Norway, 64,333 loads out of the above being their share of increase. Germany keeps ahead of her shipments last year, while the United States are slightly behind, the former showing an increase over same period last year of 20,289 loads, mostly into London, while the latter shows a shortage as compared with last year of some 464 loads. Russia with only 6,592 loads last year, now sends 31,453. Sweden and Norway an increase of 77,953, and the United States 18,218 loads more deals, &c., than they did a year ago, Canada 22,216 loads more than in 1888, and other countries over 15,000 loads increase on their supplies of the first four months of last year.

The export of timber for the four months is 2,304 loads more than last year. The total increase on last year's supply of timber, sawn and hewn together, amounts to 300,683 loads.

BRITISH COLUMBIA.

[From our Regular Correspondent.

NEW WESTMINSTER, B. C., May 20th, 1889.

The lumber trade is booming on the Pacific Coast. Nine vessels are loading lumber at British Columbia mills and four more are expected this week. Four are loading for Australia, three for South American ports and two for the English market. The "McDuff" a full rigged vessel 1200 tons, arrived on the 19th, to load at the Royal City Planing Mills. When loaded she will draw 20 feet, which proves conclusively that any ship can come up the Fraser river channel. She is loading for Liverpool, England.

The McLaren Ross Co., are driving piles for their new mill with all speed. The capacity is to be 120,000 per day. They are going to put up a duplicate mill to out the same amount. Mr. David McLaren and Mr. Little are now away looking up a site.

Rumors are rife about a new lumber concern in Victoria, who propose to build a 100,000 mill on the island.

The Chemainus mill is now being handled by Michigan lumbermen and the cut is to be increased to 150,000 a day ; they are at work on the new building and putting in new machinery.

Haslam & Lees, Nanaimo, are cutting to their full capacity, and expect to build a large addition this fall to increase their cut for next season's business.

The Moodyville, Brunette & Royal City mills are running night and day to meet the demands.

The Vancouver Lumber Company will start running on the 1st of June, and they expect to rush things, being a little late in starting.

Leamy & Kyle, and Royal City Mills, Vancouver, are running to their full capacity as they cannot fill their orders quick enough.

Cassady & Co , Vancouver, recently put a Wheelock engine in their planing mill, and they think it is the finest piece of machinery on the coast.

The shingle business at New Westminster is lively and the output at the least calculation will be 600,000 a day, before the season closes, when all the mills get into full service.

J. Valentine & Co. are progressing favorably with their new mill at Revelstoke. The machinery is on the way and when completed it will be the finest shingle mill on the coast. Capacity 120,000 a day.

T. Robertson, of Beaver, is running night and day on a large order from the Northwest, taxing the mill to its utmost capacity.

W. C. Wells, of Palliser, is pushing out lumber as fast as cars come into the yard, and all the mills inland are very busy and get more orders than they can fill.

The whole outlook for the season is now favorable and from the inquiries made about the lumber capacity of the Province a large influx of eastern lumbermen are expected this season to spy out the land.

Mr. James McLaren, of Buckingham, left for home on the 12th to make the orders for all the machinery for their new mills and great hustling is expected to get the orders. Milwaukee machinery builders are making a push to get the business in this country, and Canadian machinery builders should be put to shame if they let the American firms, who are at a great disadvantage owing to the duty, secure their orders.

The British Columbia lumbermen are complaining, and not without reason, of the dilatory manner in which eastern manufacturers leave the filling of their orders until the last of the season, when they should be the earliest, as the season opens here earlier than in the east, and the long time shipments take to come out they should have their consignments shipped first, hence the tendency to give the American builders the preference as they guarantee a quicker delivery.

A Lumber Case.

An interesting lumber case was decided in the Court of Chancery, at Ottawa, last month. Mr. Hurteau, the defendant, bought from W. C. Edwards & Co., of Rockland, Ont., some 3,000,000 feet of three inch shipping cull deals ; an agent of Hurteau sold to Mr. Wm. Little, of Montreal, 1,000,000 feet, and gave an order on Edwards & Co., for that quantity of the deal purchased, which was accepted by Edwards & Co. Little gave a note at six months for the value of the deal delivered on board boat at Rockland. At the time the note matured he wanted Hurteau to renew it, but he declined. Later on Little made an assignment, and it transpired that during the currency of the six months' note he had assigned his interest in the million feet of deals to the late W. G. Ross, of Quebec, in consideration of certain advances made him by Ross. The lumber was sold and the proceeds paid into court, the present suit being an interpleader action between the representatives of the late W. G. Ross and Hurteau Bros. to determine which should have the money. Messrs. Blackstock & Gald, of Toronto, represented the defendants, and Dalton McCarthy and W. D. Hogg, of Ottawa, were counsel for the plaintiff Ross. The defence was that there was no actual delivery of the lumber, as the quantity in question had never been separated from the whole quantity purchased by Hurteau from Edwards, as provided by the contract. After hearing the arguments on both sides the judge decided in favor of Hurteau.

—The Chaudiere mills are now nearly all running full blast. Messrs. Hurdman & Co. do not intend putting on a full gang this year, as they consider that by strengthening the day gang they can cut more timber in proportion to the expense than by putting on the night gang. Messrs. Perley & Pattee have on a night gang of 200 men, and will continue to run them during the season. As, however, they are seriously pressed for room on the piling grounds, it is possible they may have to suspend for a short time, although it is not expected. Mr. J. R. Booth began a pile gang of 200 night hands on May 13th, having been delayed by unforeseen causes. Messrs. Bronson & Weston commenced their night watch on April 30th, and have about as many hands employed as Messrs. Perley & Pattee, and J. R. Booth. Messrs. Pearce & Co. are running their new mill only, and that by day. The old Capt. Young mill is being fitted up with entirely new machinery of the latest patterns and improvements. It is anticipated that this mill will be working day and night by the first of June. In arranging night work different courses are pursued by the various mill owners. Some employ just as many men on the night as on the day shift. Others leave out of the night shift all cullers and yard men, except pilers.

PERSONAL.

Mr. Ingleton of the firm of Ingleton & Co., Engineers, Brantford, Ont., gave us a call last month. The firm are engaged in manufacturing portable, traction and saw-mill engines ; also Ingleton's patent steam plow and double and single blast separators. They have their works at Brantford, with branches at Winnipeg, Man., and Hamburg, Germany.

Mr. A. W. Spooner, Port Hope, of "Copperine" fame, was among the recent callers at THE LUMBERMAN office. He reports large sale for his well known babbit metal, and informs us that his trade doubles every year. There is nothing like success, and Mr Spooner, backed up with the best article on the market is undoubtedly getting a fair share of it.

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Department of Crown Lands.

Sale of Water Privilege at Sault Ste. Marie, Ontario.

Public notice is hereby given that there will be sold by public auction at the office of the Commissioner of Crown Lands of Ontario, Parliament Buildings, Toronto, on SATURDAY, the EIGHTH day of JUNE, 1889, at ELEVEN o'clock a.m., the following land and land covered with water as a water privilege at or near the Town of Sault Ste. Marie, Ontario, in the District of Algoma: All those parcels of land and land covered with water belonging to the Province of Ontario, situate, lying and being between the south limit of Portage street in the town of Sault Ste Marie, and St. Mary's Island, bounded on the west by the east limit produced southerly of West street, and on the east by lands granted by letters patent to the Hudson Bay Company and to Messrs. Laird and Henderson, containing thirty-eight acres more or less. Also the islands and the land covered with water lying between the south limit of the lands granted as aforesaid to Messrs. Laird and Henderson at St. Mary's Island containing three acres, more or less, as shown generally in shaded lines on the map or sketch of the property dated May 11, 1889. The above will be sold in one parcel. The purchaser will be required to pay at the time of sale one-third of the purchase money and the remainder within thirty days thereafter, when he will be entitled to a patent. The property will be put up subject to an upset price fixed by the Commissioner, and will be sold subject to certain conditions as to development of water power and otherwise, copies of which, together with a map or plan, can be had at the Registrar's Office, Sault Ste. Marie, Ont., and at this Department, or they will be forwarded upon application.

ARTHUR S. HARDY, Commissioner of Crown Lands, Crown Lands Department, May 14, 1889.

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TO CONTRACTORS

Sealed tenders addressed to the undersigned, endorsed "Tenders for Works," will be received until noon on *THURSDAY, THE 13TH DAY OF JUNE NEXT*, for the construction of an addition to the *SCHOOL OF PRACTICAL SCIENCE, Toronto;* for the construction of a Tank House for sewage disposal, and for galvanised iron roofing for the new Farm Buildings at the *AGRICULTURAL COLLEGE, Guelph;* for an addition to the Lodge at the *GOVERNMENT HOUSE, Toronto;* for the construction of additions to the *GAOL* at *Sault Ste. Marie;* to the *COURT ROOM* at *Parry Sound;* to the *LOCK-UP* at *Bracebridge;* to the *LOCK-UP* at *Sudbury, Nipissing District*, and a *COURT ROOM* and *REGISTRY OFFICE* at *Gore Bay*.

Plans and specifications for the above works can be seen at this Department, where forms of tender can be procured. The tenders for the addition to the School of Practical Science, Toronto, must be accompanied by an accepted Bank cheque, payable to the order of the Commissioner of Public Works, for the sum of two thousand dollars, and each tender for the work at Sault Ste. Marie, Parry Sound and Gore Bay must be accompanied by a similar cheque for five hundred dollars, on condition of being forfeited if the party tendering declines or fails to enter into a contract based upon his tender when called upon to do so. Where tender is not accepted the cheque will be returned. The bona fide signatures of two parties, who may be willing to become sureties for the performance of the contract, to be attached to each tender.

The Department will not be bound to accept the lowest or any tender.

C. F. FRASER,
Commissioner.

Department of Public Works, Ontario,
Toronto, May 31, 1889.

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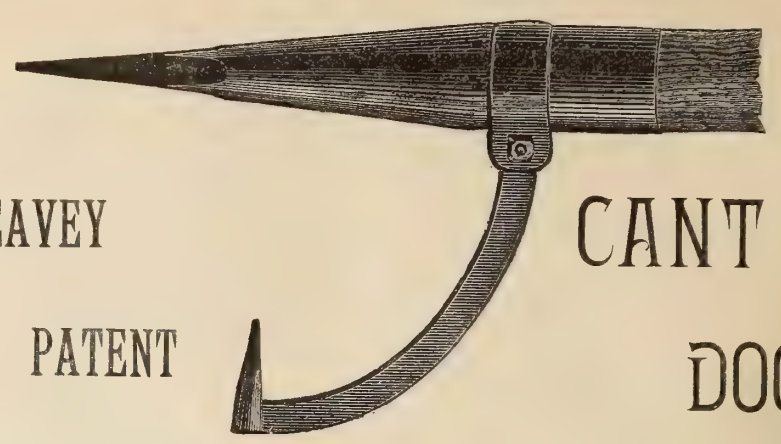

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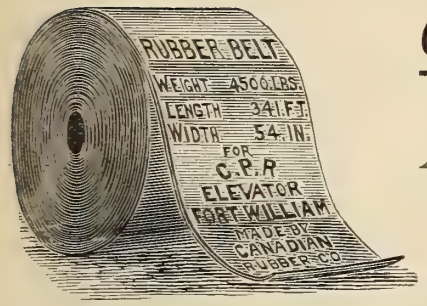

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TRADE REVIEW.

Toronto, Ont.

TORONTO, May 31st, 1889.

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1¼ and thicker clear picks, American inspection	$34 00@35 00
1¼ and thicker, three uppers, American inspection	40 00
1¼ and thicker, pickings, American inspection	30 00
1X10 & 12 dressing and better	20 00 22 00
1X10 & 12 mill run	15 00 16 00
1X10 & 12 dressing	16 00 18 00
1X10 & 12 common	12 00 13 00
1X10 & 12 spruce culls	10 00 11 00
1X10 & 12 mill culls	9 50 10 00
1 inch clear and picks	27 00 28 00
1 inch dressing and better	18 00 20 00
1 inch siding mill run	14 00 15 00
1 inch siding common	12 00 13 00
1 inch siding ship culls	10 00 11 00
1 inch siding mill culls	9 00
Cull scantling	8 50 9 00
1¼ and thicker cutting up plank	22 00 25 00
1 inch strips 4in to 8in mill run	14 00 15 00
1 inch strips, common	11 00 12 00
1¼ inch flooring	14 00 15 00
1½ inch flooring	14 00 15 00
XXX shingles, sawn	2 40 2 50
XX shingles, sawn	1 40 1 50
Lath, Sawn	1 80

YARD QUOTATIONS.

Mill cull boards & scantling	$10 00	Dressing stocks	16 00@20 00
Shipping cull boards, promiscuous widths	12 00	Picks Am. inspection	30 00
stocks	13 00	Three uppers, Am. inspect.	40 00
		B. M.	
Scantling & joist, up to 16 ft	13 00	1½-in. flooring, dres'd	25 00 30 00
" " 18 ft	14 00	1½ " " rough	18 00 20 00
" " 20 ft	15 00	1¼ " " dres'd	23 00 25 00
" " 22 ft	16 00	" " undres'd	14 00
" " 24 ft	17 00	" " dres'd	16 00 20 00
" " 26 ft	18 00	" " undres'd	12 00 14 00
" " 28 ft	19 00	Beaded sheeting, dressed	18 00 20 00
" " 30 ft	20 00	Clapboarding, dres'd	12 50
" " 32 ft	21 00	XXX sawn shingles	
" " 34 ft		per M	2 75 2 90
" " 22 50@22 50		Sawn Lath	2 25
" " 36 ft	24 00	Red oak	20 00 25 00
" " 38 ft	27 00	White oak	25 00 30 00
" 40 to 44 ft	30 00	Basswood, No. 1 & 2	18 00 20 00
Cutting up planks 1¼ and thicker dry	25 00 26 00	Cherry, No. 1 & 2	50 00 60 00
" board	18 00 20 00	White ash, 1 & 2	25 00 30 00
		Black ash, 1 & 2	20 00 25 00

Ottawa, Ont.

OTTAWA, May 31st, 1889.

	Dimensions, Inches.	Per M.
Mill culls	10 x 1	
"	12 1	
"	12 1½	
"	12 2	
" selected 16 ft. long, aboye dimensions		8.50 to 9.00
Cull strips, 1 in. thick, 5 to 7 wide		7.00 to 8.00
Mill cut outs	12 x 1	
"	11 1½	4.00 to 5.00
"	12 2	
Scantling	2 4	
"	3 4	12.00
" culls	2 4	
"	3 4	7.00
Laths		1.25
Stock shorts, 12 x 1		10.00
1 inch siding outs, 1¼, 1½, 2		15.00
" outs from shorts, 1¼, 1½, 2		6.50 to 7.00
Outs from stocks	12 x 1	
" "	12 1¼	10.00 to 12.00
" "	12 1½	
Shingles, X		1.25
" XX		2.00
" XXX		3.00
" cedar, No. 1		2.00 to 2.
" cedar, culls		1.25
Difference in planed lumber, in waste and planing		5.00
Ditto, on average good stock		20.00 to 25.00

Hamilton, Ont.

HAMILTON, May 31st, 1889.

Mill culi boards and scantlings	$ 9 00@10 00	Dressing stocks	$16 00 18 00
Shipping cull boards promiscuous widths	10 00 12 00	1¼ flooring, rough	16 00 18 00
Shipping cull stocks	14 00	1½ flooring, rough	16 00 18 00
Scantling and joist up to 16 feet	14 00	1¼ flooring, dressed	25 00
do up to 18 feet	15 50	1½ flooring, dressed	32 00
do up to 20 feet	16 00	1 flooring, dressed	21 50 23 00
do up to 22 feet	17 00	Beaded sheeting 1	25 00 30 00
do up to 24 feet	18 00	Picks, Am inspection	32 00 34 00
do up to 26 feet	19 00	Three uppers Am. In.	40 00
do up to 28 feet	20 00	Sawn Lath	2 25
do up to 30 feet	21 00	XXX sawn shingles	2 60 2 70
Cutting up plank 1¼ and thicker dry	20 00 25 00	Red Oak	20 00 25 00
Cutting up boards	20 00	White Oak	25 00 30 00
		Basswood No. 1. & 2.	16 00 20 00
		Cherry No. 1 & 2	60 00 70 00
		White Ash No. 1 & 2.	25 00 30 00
		Black Ash No. 1 & 2.	20 00 25 00

St. John, N. B.

ST. JOHN, May 31st, 1889.

Deals, Boards, Scantling, etc.

Spruce deals	$12 00	Spruce boards	12 00
Pine "	15 00	Pine "	12 00@40 00
Deal ends	6 00	Oak "	40 00
Scantling	10 00	Ash "	15 00@25 00
		Hemlock "	7 50

Shingles.

Spruce, extra	$3 50	No. 1	1 25
" clear	3 00	Pine	1 25
" No. 1 extra	2 25		

Clapboards.

Pine, extra	35 00	Spruce, extra	24 00
" clears	45 00	" clears	23 00
" 2d clears	35 00	" No. 1	15 00
		" No. 2	10 00

Flooring, Dressed.

6 in. No. 1	12 00	4 in., No. 1	12 00
" No. 2	10 00	" No. 2	10 00

Miscellaneous.

Staves	3 00@ 4 50	Laths	1 80
Heading 17 in. per pr.	04	Pickets	6 50@15 00
" 18 in.	04½	05½ Railway ties	
" 22 in.	04½	06	

Montreal, Que.

MONTREAL, May 31st, 1889.

Pine, 1st qual'y M	$35 00	40 00	Basswood, run of log culls out per M	$13 00	18 00
Pine, 2nd "	21 00	23 00	Oak, per M	40 00	50 00
Pine, shipping culls M	13 00	15 00	Walnut, per M	55 00	95 00
Pine, 4th quality deals M	10 00	12 00	Cherry, per M	75 00	90 00
Pine, mill culls, M	8 00	10 00	Butternut, per M	30 00	40 00
Spruce, per M	10 00	11 00	Birch, per M	16 00	25 00
Hemlock, per M	9 00	10 00	Hard Maple, per M	22 00	30 00
Ash, run of log culls out per M	16 00	20 00	Lath, per M	1 80	1 90
			Shingles, 1st, per M	2 00	3 90
			Shingles, 2nd, per M	1 25	2 00

Saginaw, Mich.

SAGINAW, May 31st, 1889.

CARGO LOTS.

Uppers	36 00@38 00	Norway	8 50@10 00
Common	16 00 21 00	Box	11 00 11 50
Shipping Culls	9 00 11 00	Straight measure	12 50 20 00
Mill Culls	6 00	Hemlock	7 50 8 00

YARD QUOTATIONS CAR LOTS DRY.

Drop Siding.

Clear, ⅞ in	42 00	C, ⅞ in	30 00
A	38 00	D	19 00
B	36 00		

Flooring and Siding Dressed.

Flooring, clear, d & m	40 00	Siding, clear, ½ in.	22 00
No. 1	33 00	A	23 00
No. 2	30 00	B	17 00
No. 3	20 00	C	14 00
No. 4	13 00	D	12 00

Finishing Lumber rough.

Three uppers, 1 in.	42 00@44 00	Fine common, 1 in.	32 00@32 00
1¼ & 1½	44 00 46 00	1¼ & 2 in.	33 00
Selects, 1 in.	36 00 37 00	C, 7, 8 & 9 in.	25 00
1¼ & 2 in.	38 00	Base, 2 to 9 in. No. 1	40 00
		No. 2	30 00
		No. 3	20 00
		Coffin boards 16 in. and over	18 00

Joist, Scantling and Timber.

12 to 18 feet	10 00	22 feet	12 00
20 feet	11 00	24 feet	13 00

Plank and timber, 12 inches wide, $1 extra.

Wide Select and Common Rough.

C (No. 1 com.) 13in. and up	28 00	D (common) 14 in. and up	16 00

Lath, Shingles and Pickets.

Lath, No. 1	1 50	Country brands XXX	3 25@ 3 35
No. 1	1 00	Clear butts	2 25 2 35
Shingles, river brands		P'k'ts, 2 to 2½ in rough	12 00 13 00
XXX	3 40@ 3 50	Dressed	20 00
Clear butts	2 40 2 50	1¼ in. square, dressed	14 00 19 00

New York City.

NEW YORK, May 31st, 1889.

Black Walnut.

⅝ in., all clear	$78 00@ 82 00	Culls, 1 inch	$35 00@ 36 00
1 and 1¼ inches	90 00 93 00	Culls, thick	36 00 38 00
1½ and thicker	100 00 105 00	Counter tops, 18 in.	
Rejects	52 00 55 00	and over	110 00 150 00

Poplar, or White Wood.

⅝ in. 10 inches and over	24 00@26 00	1 inch, 8 in. and over	30 00 31 00
¾ in. coffin boards	30 00 31 00	2½ and thicker	33 00 34 00
1 inch, 10 inch and over	31 50 32 50	Common 1 to 2 inch	22 00 24 00
		Saps, 1 inch & thicker	25 00 27 00
		Culls, all thickness	15 00 17 00

Ash.

1 inch, white	37 00@ 39 00	Strips, clear	26 00@ 27 00
1¼ to 2 inch	38 00 39 00	Black ash, good	26 00 30 00
2½ to 4 inch	40 00 41 00	Black ash, culls	10 00 12 00

Oak.

1 inch plain sawed,	37 00@ 39 00	5 inches and over	50 00@ 48 00
1¼ to 2 inch	38 00 40 00	Thicker	49 00 51 00
Thicker	40 00 41 00	Strips under 6 in.	38 00 40 00
Quarter-sawed, white, all clear, 6-			

Cherry

⅝ in., white & clear	65 00@ 70 00	2½ and thicker	90 00@100 00
1 inch	78 00 80 00	Counter tops, 18 in.	
1 inch strips	43 00 45 00	and over	110 00 115 00
1¼ to 2 inch	80 00 85 00	Culls, all thickness	18 00 20 00

Miscellaneous.

Chestnut, clear	33 00@ 35 00	Hickery, old growth	50 00 55 00
Chestnut common	20 00 23 00	Hickery, 2nd growth	65 00 70 00
Basswood white	30 00 32 00	Elm	20 00 22 00
Basswood common	20 00 23 00	Sycamore	24 00 27 00
Maple, clear	30 00 32 00	Sycamore quartered	35 00 40 00
Birch, clear	32 00 36 00	Gum	36 00 40 00
Birch, 1s and 2s	26 00 30 00	Butternut	45 00 50 00
Cottonwood	20 00 22 00		

Boston, Mass.

BOSTON, May 31st, 1889.

Western Pine—by car load.

Uppers, 1 in	$48 00@50 00	Fine com., 3 & 4 in.	46 00@50 00
1¼, 1½ & 2 in	50 00 52 00	No 2, 1 in. Fine com.	29 00 30 00
3 & 4 in	55 00 60 00	1¼, 1½ & 2 in	31 00 33 00
Selects, 1 in	42 00 45 00	No. 1 strips, 4 to 6 in	41 00 43 00
1¼, 1½ & 2in	44 00 46 00	No. 2	37 00 38 00
3 & 4 in	45 00 50 00	No. 3	25 00 27 00
Moulding boards, 7 to 11 inch clear	37 00 41 00	Cut ups, 1 to 2 in	26 00 30 00
60 per cent clear	35 00 37 00	Coffin boards	22 00 26 00
Fine common 1 inch	37 00 42 00	Common all widths	20 00 25 00
1¼, 1½ & 2 inch	40 00 42 00	Shipping culls	17 00 19 00

Eastern Pine—Cargo or Car Load.

Nos. 1, 2 & 3	40 00@43 00	Clapboards, 4 ft., sap clear	40 00 42 00
4	28 00 30 00	Sap, 2nd clear	30 00 32 00
5	23 00 26 00	Heart extra	55 00
Ship'g bds & coarse	16 00	Heart clear	50 00
Refuse	12 00		
West'rn pine clapbds 4 ft. sap extra	45 00 50 00		

Spruce—by Cargo.

Scantling and plank, random cargoes	12 00@13 00	Coarse, rough	9 00 12 00
Yard orders, ordinary sizes	13 50 14 50	Hemlock bds., rough	10 00 11 00
Yard orders, extra sizes	14 00 16 00	" dressed	12 00
Clear floor boards	19 00	Clapbds., extra, 4 ft.	28 00 30 00
No. 2	16 00	Clear, 4 ft.	26 00 28 00
		Second clear	20 00 22 00
		No. 1	12 00 15 00

Lath.

Spruce	1 75@ 1 90

Shingles.

Spruce	1 25@1 50	Cedar, sawed, extra	3 25@3 40
Pine, 18 in. extra	4 00 4 25	Clear	2 75 3 00
Pine, No. 1	3 00 3 15	Extra, No. 1	2 00 2 25
		Cypress, No. 1, 18 in.	5 00 5 25

Albany, N. Y.

ALBANY, May 31st, 1889.

Hemlock.

Boards, 10 in., each	13½	Joist, 2½x4	13
Joist, 4x6	33	Wall strips, 2x4	10

Pine.

2½ in. and up, good	$58 00@60 00	10 in boards dressing and better	$30 00@34 00
4ths	53 00 55 00	Selects	48 00 50 00
Common	16 00 22 00	Pickings	43 00 45 00
12 in. boards dressing and better	32 00 36 00	1¼ to 2 in., good	50 00 55 00
Common	16 00 22 00	4ths	45 00 52 00
1¼ in. siding, selected 13 ft	43 00 45 00	Select	40 00 45 00
Common	16 00 21 00	Pickings	35 00 40 00
1 in. siding selected	43 00 45 00	1 in., good	50 00 55 00
Common	14 00 19 00	4ths	45 00 48 00
Norway, select	24 00 26 00	Select	40 00 43 00
Common	12 00 16 00	Pickings	35 00 38 00
10 in. plk. 13 ft. dressing and better, each	45@50	Cutting up, 1 to 2 in.	30 00 35 00
Culls	23 25	Bracket plank	32 00 36 00
10 in. boards, 13 ft., dress, & better each	28 33	Shelving boards, 12 in. and up	28 00 32 00
Culls	17 22	Dressing bds. narrow	20 00 22 00
		Sapping boards	16 00 18 00
		Box boards	13 00 15 00

Shingles and Lath.

Shingles, shaved pine	6 50	Shingles, cedar mixed	2 60 3 00
2d quality	5 00	Hemlock	2 25
Sawed, extra	4 80 4 90	Lath, pine	2 25 2 35
Sawed, clear butts	3 75	Spruce	2 00 2 25
Cedar, XXX	3 50 4 30	Hemlock	1 75 2 00

Buffalo and Tonawanda, N. Y.

BUFFALO, May 31st, 1889.

Norway Pine Rough.

No. 1, 1 & 1¼ in.	20 00@22 00	Stocks No. 1, 1 & 1¼ in	22 00
No. 2, 1 & 1¼ in.	15 00	No. 2, 1 & 1¼ in.	17 00
No. 3, 1 & 1¼ in.	11 50 12 00	No. 3, 1 & 1¼ in.	12 00
		Scantling 2x4 12 to 16 ft	13 00
		Timber, 4x6 to 12x12	16 00 25 00

White Pine Rough.

Uppers, 1 in.	$44 00@45 00	Shelving, No. 1, 13 in. and up	29 00
1¼, 1½ and 2 in.	44 00 40 00	No. 2, 13 in. & up	22 00 24 00
2½, 3 and 4 in.	54 00 55 00	Fine common, 1 in.	30 00
Selects, 1 in.	38 00 40 00	1¼, 1½ and 2 in.	30 00 33 00
1¼, 1½ and 2 in.	37 00 40 00	Common, 1 in.	16 00 19 00
2½, 3 and 4 in.	44 00 45 00	1¼ and 1½ in.	17 00 20 00
Cuts, No. 1, 1 in.	27 00 29 00	2 in.	20 00 22 00
1¼, 1½ and 2 in.	32 00 32 00	Coffin boards	16 00 19 00
2½, 3 and 4 in.	37 00 39 00	Box, 1 in.	13 50
No. 2, 1 in.	17 00 19 00	1¼, 1½ and 2 in. & thicker	13 50
1¼, 1½ and 2 in.	21 00 22 00	A stocks, 1x10	27 00
Moulding, 1 in.	27 00 30 00	1x12	28 00
1¼, 1½ and 2 in.	30 00 33 00	B stocks, 1x6 to 16	17 50
Siding strips, 1 in.	38 00	C stocks, 1x6 to 16	13 50

Shingles and Lath.

Shingles, 18 in. XXX	3 70	Lath, pine No. 1	2 10 2 25
XX	2 70	No. 2	1 75
X	1 80	Norway	1 80
Shingles, 16 in. XXX	3 40	Hemlock	1 75
XX	2 40		
X	90		

Oswego, N. Y.

OSWEGO, May 31st, 1889.

Pine.

1¼, 1½, 2 and thicker uppers	$45 00@46 00		
" " " pickings	35 00 36 00		
" " " No. 1 cutting up	31 00 32 00		
" " " cutting up pickings and uppers as run	20 00 22 00		
1 inch selected sidings	32 00 39 00		
1¼ " " "	35 00 42 00		
1 & 1½ box or No. 2 culls	13 00 14 00		
1 & 1¼ sidings No. 1 dressing and better	19 00 21 00		
1X10 & 12X12 to 16 feet dressing and better	26 00 30 00		
" " " shipping culls	15 00 16 00		
" " " No. 2	13 00 14 00		
1 & 1¼ in. strips 4 to 7 wide selected	20 00 30 00		
" " " dressings	16 00 17 00		
" " " box	9 00 12 00		

Brown Ash.

1, 1¼, 1½, 2 & 3 in. 1st & 2nd quality	17 00 21 00		
" " " culls	9 00 11 00		

Basswood.

1 & 1¼ 1st & 2nd quality	20 00 21 00		
" culls	9 00 12 00		

Stingles.

XXX 18 inch pine standard thickness 5 to 2¼			$3 80
XX " " " " "			2 80
X " " " " "			75
XXX " cedar " " "			3 40
XX " " " " "			2 10
XXX 16 " pine " " "			3 25
XX " " " " "			1 90

Lath.

No. 1, 1⅜, 1½	1 80	2 10	
" 2 "	1 40	1 80	

Burlington, Vt.

BURLINGTON, May 31st, 1889.

Uppers, 1 & 1¼ in.	$42 00@44 00	Coffin b'rds, 16 in & up	$17 00@19 00
1½ to 2 in	42 00 44 00	A stocks, 10 & 12 in.	27 00 28 00
Thick	52 00 55 00	No. 1 barn, 10 & 12 in.	18 00 20 00
Selects, 1, 1¼ & 2 in.	36 00 38 00	No. 2, 10 & 12 in.	16 00 17 00
1½	34 00 35 00	Culls stocks, 10 & 12 in	14 00 14 50
Thick	44 00 46 00	Fencing strips, 1x6	13 50 14 50
Mold'g strips, 1 to 2 in	30 00 33 00	1 in box, 6 in & up	14 00 14 50
Fine com'on 1 to 2 in	31 00 34 00	1¼ to 2 in box	13 00 14 00
Shelving	28 00 30 00	Norway, bill stuff and 2 in	14 00
No. 1 cutting up, 1 in.	27 00 28 00	Good dressing	16 00 17 00
1¼ to 2 in	30 00 32 00	No. 1 and clear	19 00 20 00
No. 2, 1 in	16 00 17 00	Promiscuous widths, 1 to 2 in, unassorted	16 00 20 00
1¼ to 2 in	20 00 22 00	XXX Shingles, 18 in.	3 50 3 75
Dressing, 1 in	22 00 23 00	CB " 18 in.	2 50 2 60
1¼ to 2 in	26 00 28 00	No. 1 pine lath	2 00 2 25
Common, 1 in	15 00 17 00	No. 2 " "	1 85 1 95
1 in, 14 in & up	18 00 19 00		
1¼ & 2 in	16 00 18 00		
1½ in	15 00 16 00		

Dressed Lumber.

No. 1 flg, mixed widths	32 00	Norway ceiling, No 2.	18 00
No. 2 " "	18 00 20 00	Novelty siding	18 00 21 00
No. 3 " "	14 50 15 50	Bevel sid, No 1 & clear	22 00
Norway flg No 1 and clear	22 00	" No 2	17 00 18 00
Norway flg No. 2	17 50 19 00	" No 3	13 50 14 50
No 1 c'iling mix'd wds	32 00 33 00	Bevel siding, 5 in. 50 cents to $1 less.	
No 2 " "	21 00 22 00	Fence rails, No. 1	32 00
No 3 " "	15 00 16 00	" No. 2	20 00
Norway ceiling, No 1	23 00		

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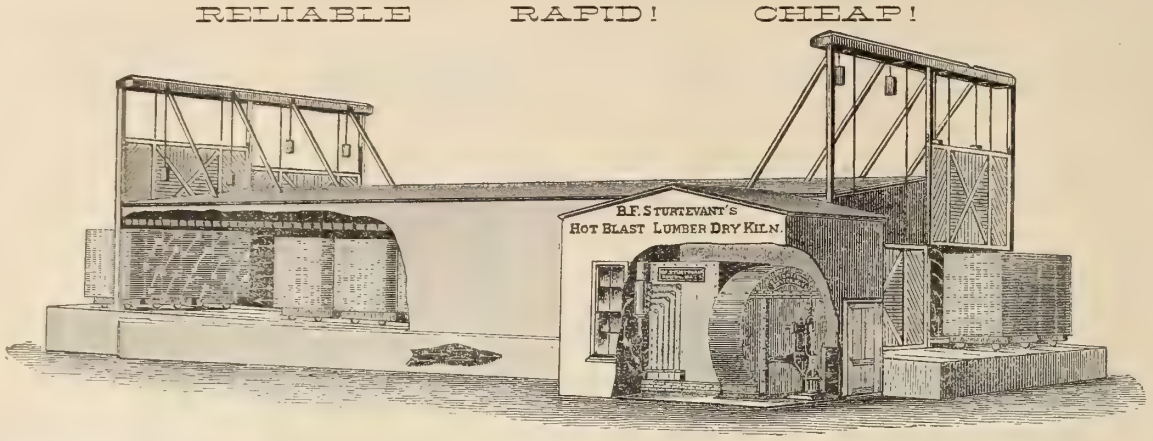

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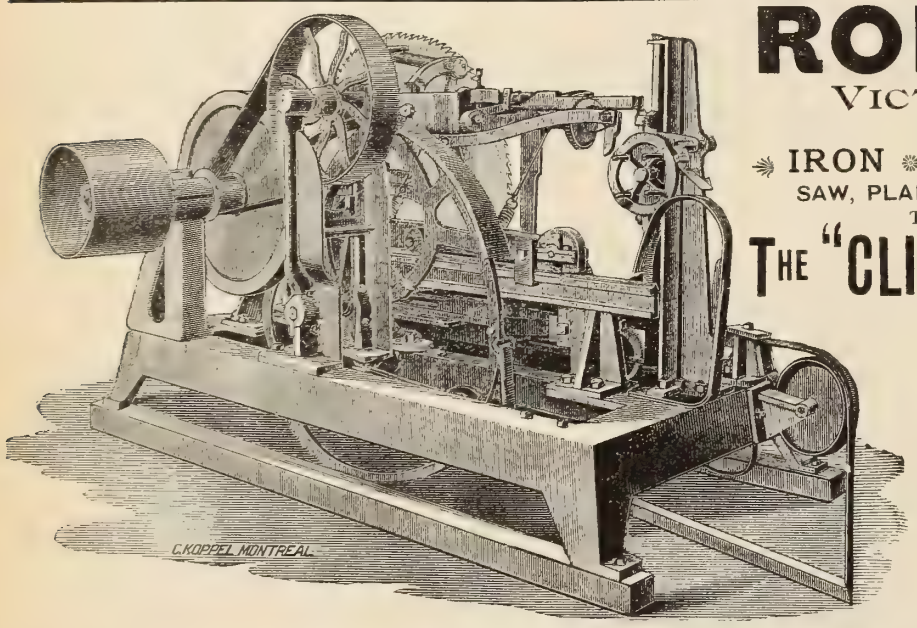

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THE "CLIPPER" SHINGLE MACHINE

With all the Latest Improvements, and undoubtedly the best machine in the market.

PRICE LIST : Shingle Machine $300.00; Drag Saw complete $90.00; Jointer $40; Knot Saw Machine, $27

LONGFORD MILLS, ONT., Nov. 24th, 1888.

ROBERT BRAMMER, Orillia,

Dear Sir:—The two Shingle Machines we got from you are doing good work. They are the best machines we have ever had anything to do with. They are both fast and do good work and give every satisfaction. We have no hesitation in recommending your machines to any person in want of a good shingle machine. Yours truly, THE LONGFORD LUMBER CO., WM. THOMSON, Pres.

To Whom it may Concern:—This is to certify that I consider Mr, Brammer's make of shingle Machines has no superior. I have used the first one he made of the kind called the "Clipper, and several more since. The firm of Heath, Tait & Turnbull, of Huntsville, recently sawed in one day of eleven hours, one hundred and three and a half thousand with two of the machines, and the average during the season has been over seventy-two thousand per day. A. TAIT.

ORILLIA, NOV. 7th, 1889.

To Whom it may Concern:—I purchased of R. Brammer his latest improved patent Clipper Shingle Machine, and have great pleasure in bearing testimony to its vast capacity and durability' and I have no hesitation in stating that it is the best machine I have ever worked, or have ever seen. THOS. B TAIT, Gravenhurst.

ROBERT BRYANS

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Hemlock
Bill Stuff
Lath

LUMBER

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Black Ash
Basswood
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are not surpassed by any office in Canada. With a knowledge of the business that is born of long experience we feel confident of giving those who may favor us with their patronage the best work at the lowest possible prices.

THE LUMBERMAN JOB DEPT.

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BY PUBLIC AUCTION

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Russell House, Ottawa

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Unless Previously Disposed of by Private Sale.

Our valuable

TIMBER LIMITS

comprising about 1,377 square miles, more or less, together with all

Improvements, Depots, Farms, Buildings, Supplies, Plant, Rigging, etc.

The LIMITS will be offered as nearly as possible in the under mentioned parcels :—

1. **TEMISCAMINGUE** Berths 437, 169, 118, say 125 square miles.
2. **FORT EDDY** Berths 207 8, 211-12-13-14, say 274 square miles.
3. **MAGNISSIPPI** Berths 216-17-18-19, say 156 square miles.
4. **KIPPEWA** Berths 401, 423, 469, say 109 square miles.
5. **LOWER DUMOINE** Berths 209-10, 215, say 71½ square miles.
6. **UPPER DUMOINE** Berths 387, 390-1-2, say 200 square miles.
7. **BLACK RIVER** Berths 394-5, say 100 square miles.
8. **COULONGE** Berth 220, say 50 square miles.
9. **MADAWASKA** Berths 87,8, 104.5, 174, 176, say 180 square miles.
10. **TOWNSHIP OF NIGHTINGALE** Berth 167, say 15⅜ square miles, together with the unrestricted right, free from all stumpage charges and crown dues till the 15th March, 1892, to cut the pine whole of the **Township of Clyde** and that portion of the **Township of Eyre** falling towards the Madawaska River 110 square miles, with benefit of extension of said right for a further period of five years from the 15th March, 1892, at an annual rental thereafter of $800.00.

ALSO OUR LARGE WATER POWER SAW MILL, SPLITTER MILL AND FILING ROOM AT HULL

with the Water and Pondage privileges, Dams, Bulkheads, etc., etc., used with the same. Fully equipped and in first-class order ; cutting capacity thirty-five to forty millions per season, day watch ; full complement of

LATH, PICKET AND SHINGLE MACHINERY.

Together with **LUMBER YARD "No. 5"** and the **"POINT" YARD,** being sufficient piling grounds for the said mills. These yards are well equipped with all necessary **TRAMWAYS, ENGINES AND CARS, SLIDES, DOCKS, &c** are second to none in Canada and are convenient and contiguous to the Mill property.

Also, their valuable **STEAM MILL SITE AT NEPEAN, ONT., 3 MILES DISTANT FROM OTTAWA, COMPRISING 72 ACRES,** with brick chimney, boilers, foundations, walls of buildings, etc., etc., with piers, booms, and boomage capacity for **50 M. LOGS.**

The terms and conditions of the sale will be made known at the time of sale or further and fuller particulars can be had on application to the Proprietors.

THE

E. B. EDDY MAN'F. CO.

(LIMITED)

HULL, CANADA.

Or to

GORMULLY & SINCLAIR,
Vendors' Solicitors, Ottawa.

April 3rd, 1889.

MACHINERY FOR SALE

List of WATER WHEELS for sale by H. W. PETRIE, Brantford and Toronto.

ONE 6 inch Turbine, Goldie & McCulloch Builders.
ONE 6 inch Tyler.
ONE 60 inch Sclater.
ONE 48 inch Lefell.
ONE 48 inch Tyler in Scroll case.
ONE 48 inch Sclater.
ONE 45 inch Improved Turbine Water Wheel.
ONE 42 inch Sampson Turbine.
PAIR of Sampson Turbine Wheels, 42 inch run together.
TWO 4 inch Leffels.
ONE 36 inch Sclater.
ONE 35 inch Leffel.
ONE 33 inch Little Giant.
ONE 3½ inch Leffel.
ONE 3 inch Burnham.
ONE 26 inch Leffel.
ONE 24 inch Leffel.
ONE 20 inch Leffel.
ONE 21 inch Little Giant.
ONE 17½ inch Leffel.
ONE 15 inch Archimedian in Globe Case.
ONE 12 inch Little Giant.
ONE 10 inch Leffel, all brass, Springfield Ohio make.
WATER WHEEL GOVERNOR, Galt make.
Full particulars regarding any of the above wheels, sent on application, Address H. W. PETRIE, Brantford.

List of WOOD-WORKING MACHINES for sale by H. W. PETRIE Brantford, branch 6 Yonge St. Toronto.

ONE 24 inch Surface Planer, Rogers maker.
THREE side Moulder, Rogers make, Connecticut.
BROOM Handle Lath with wood frame, cheap.
NEW No. 2 three side molder, Galt make.
SHINGLE JOINTERS 3, 4 and 6 knives.
SAW ARBORS all sizes, Galt make.
FOOT Wiring Machine, Galt make.
ONE 12 inch Diagonal Buzz Planer.
ONE Automatic Handle Lathe.
NEW 30 inch Band Saw, Galt make.
NEW Dovetailing Machine, Tyrell's patent.
ONE Set of Hop Machines, American make.
ONE Hub Turning Lathe.
BROOM Handle Lathe, Lockport, N. Y. make.
MATCHER, Kennedy & Sons make, Owen Sound.
ONE Doherty Swing Shingle Machine.
ONE car load of new Wood-working Machinery Galt make.
ONE Laws Patent Swing Shingle Machine.
GOLDIE & McCULLOCH Stave cutter, set Equalizing saws, &c.
NO. 2 three side Molding Machine, Galt make.
SET of Box Nailing Machines.
UPRIGHT SHAPER, Galt make.
ONE Gauge Lathe, Bailey make.
ONE Planing Machine Knife Grinder.
ONE Blanchard Spoke Lathe, Fay & Co. make
ONE New Axe handle Lathe.
POWER MORTICER, Goldie & McCulloch makers.
ONE set of Spoke Machines, Foy & Co. make.
ONE Smallwood Shingle machine, Waterous make.
4 POLE Road Cars.
ONE Self Feed lath Machine, Waterous make.
ONE set of Box Nailing Machines.
NEW Gang Lath Machine.
Sand Paperers new and second hand.
ONE Saw Mill Head Block, Galt make.
ONE Fairbanks Timber Gauge.
HEADING TURNER, Goldie & McCulloch.
ONE Shingle Edger with Frame Work.
ONE Power Scroll Saw.
TWO Self Acting Shingle Machines, Quebec make.
TWO Shingle Packers all Iron.
POWER MORTICER with Boring Attachment.
DOUBLE Cope Tenoning Machine, Dundas make.
WOOD Turning Lathes Several Sizes.
Drag Saw Machine, Goldie & McCulloch.
POWER MORTICER, Galt make.
NEW Blind Slat Tenoner, Galt make
NO. 4 Cant Gourlay, Planer and Matcher.
24 inch Pony Planer, Cowan make.
ONE 24 inch Planer and Matcher, Dundas make
PLANER and Matcher, Michaels make, Detroit
NEW Eclipse Planer and Matcher, Galt make.
ONE No. 5 Planer and Matcher, Galt make.
NEW Pony Planers and Matchers only $175.
SEND for Descriptive List giving full particulars and mention wants, to W. H. PETRIE Brantford and Toronto.

FOR SALE

FOR ACCOUNT OF THE

Joseph Hall Machine Works.

Iron Turning Lathes
Wood Turning Lathes
Sand Belt Machine
Upright Boring Machine
Emery Wheel Frame
Facing Machine
Horizontal Iron Boring Lathe
Punching Machine
Post Drilling Machine
Iron Column Drilling Machine
Gang Drilling Machine
Nut Tapping Machine
Cutting-off Machine
Set 40 inch Hand Rollers, 3⅛ dia.
Traveling Crane and Cranes
Horizontal Engine, with Lift Pump and Heater, Cylinder 18 in x 36 in. stroke, fly wheel 10 feet in dia., in one casting.
New Model Vibrators
Portable Engines
Horse Powers

All for sale at sacrifice prices, and may be seen in the Toronto Bridge Building, Toronto.

JOHN LIVINGSTONE,
31 York Chambers, Trustee.
Toronto, 29th Jan. 1889.

Sealed tenders marked "For Mounted Police Clothing Supplies" and addressed to the Honorable the President of the Privy Council, Ottawa, will be received up to noon on Friday, 31st May, 1889.

Printed forms of tender, containing full information as to the articles and quantities required, may be had on application to the undersigned

No tender will be received unless made on such printed forms. Patterns of articles may be seen at the office of the undersigned.

Each tender must be accompanied by an accepted Canadian bank cheque for an amount equal to ten per cent. of the total value of the articles tendered for, which will be forfeited if the party decline to enter into a contract when called upon to do so, or if he fail to complete the work contracted for. If the tender be not accepted the cheque will be returned.

No payment will be made to newspapers inserting this advertisement without authority having been first obtained.

FRED WHITE,
Comptroller N. W. M. Police.
Ottawa, May 10, 1889.

Sealed tenders marked "For Mounted Police Provisions and Light Supplies," and addressed to the Honorable the President of the Privy Council, Ottawa, will be received up to noon on Tuesday, 18th June, 1889.

Printed forms of tender, containing full information as to the articles and approximate quantities required, may be had on application at any of the Mounted Police Posts in the North-west, or at the office of the undersigned.

No tender will be received unless made on such printed forms,

The lowest or any tender not necessarily accepted.

Each tender must be accompanied by an accepted Canadian bank cheque for an amount equal to ten per cent. of the total value of the articles tendered for, which will be forfeited if the party declines to enter into a contract when called upon to do so, or if he fails to complete the service contracted for. If the tender be not accepted the cheque will be returned.

No payment will be made to newspapers inserting this advertisement without authority having been first obtained.

FRED WHITE
Comptroller N. W. M. Police.
Ottawa, May 10, 1889.

THIS YEAR'S

MYRTLE

CUT and PLUG

SMOKING TOBACCO

FINER THAN EVER.

See

T & B

IN BRONZE

ON EACH PLUG AND PACKAGE.

GRATEFUL—COMFORTING.

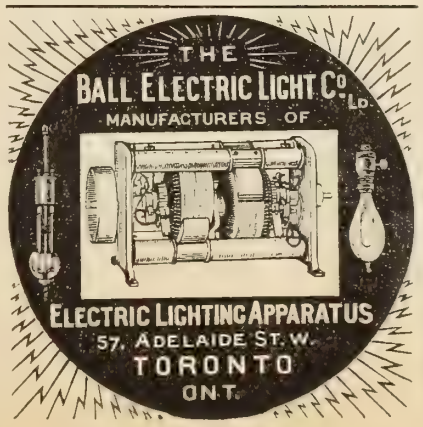
EPPS'S COCOA.

BREAKFAST,

"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of the well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavored beverage which may save us many heavy doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually fed up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame."—*Civil Service Gazette.*

Made simply with boiling water or milk. Sold only in packets, by Grocers, labelled thus :

JAS. EPPS & CO., Homœopathic Chemists, London, England.



Manufacturers' Life and Accident Insurance Companies.

HEAD OFFICE,

83 King Street West, Toronto.

Combined Authorized Capital,		$3,000,000 00
"	Subscribed "	739,700 00
"	Cash "	150,760 00
Combined new business for 1888,		9,575,525 00

MESSRS. WILSON & MORRISON

Managers for Eastern Ontario, Peterborough.

◆ ◆ ◆ AGENTS WANTED. ◆ ◆ ◆

A. J. HILL, M. Can. Soc. C. E. HERBERT G. ROSS

ALBERT J. HILL & CO.

Commission and Shipping Agents

LUMBER bought and inspected for Foreign Shipment. Full and reliable information furnished on all matters connected with the location, quantity and quality of Timber in B. C. Timber limits explored and reported upon.

NEW WESTMINSTER, B. C.

PATENTS SECURED

Trade Marks, Timber Marks, Copyrights and Designs Registered

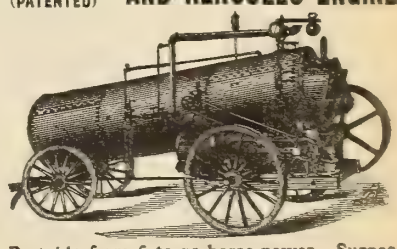
Advice on Patent Laws, etc.
Electrial Cases a Specialty.

F. H. REYNOLDS

SOLICITOR AND EXPERT

Temple Building St. James St., Montreal

THE MONARCH BOILER (PATENTED) AND HERCULES ENGINE.



Portable from 6 to 70 horse power. Surpass portable steam power heretofore produced for strength, durability, compactness, and the ease with which they can be moved.

The 70 horse power can be taken over the roughest roads, or into the forest, and set up as easily and quickly as an ordinary 20 horse power portable engine, and as firm as a brick-set stationary engine. Engines and boilers of every size and description. Rotary Saw Mills, Shingle and Lath machines, Law Grinders, Planers, etc. Mill machinery and supplies of every description. Every boiler insured against explosion by the Boiler Insurance & Inspection Co. of Canada. Write for circulars.

A. ROBB & SONS, Amherst, N.S. | Amherst Foundry and Machine works.

ESTABLISHED OVER 40 YEARS.

TO MILL OWNERS, MANUFACTURERS

AND ALL WHO ARE USING

Leather Belting*

IF YOU WANT BELTING

Which will Run Straight on the Pulleys,
Which is Thoroughly Well Stretched,
Which will not Tear at the Lace Holes,
Which will give Complete Satisfaction,

SEND TO

F. E. DIXON & CO.

MANUFACTURERS OF

PATENT LAP-JOINT STAR RIVET

LEATHER BELTING

70 King Street East, Toronto.

Sole Agents in Canada for the

CELEBRATED PHŒNIX OIL

The Only Pefect Belt Dressing.

All our Belting is sold at the Canadian price list. Please compare before purchasing. Send for Discounts and our Pamphlet on Belting.

ST. CATHARINES SAW WORKS

R. H. Smith Company, Ltd.

Finest Material Most Even Temper

The Best in the World

Our Circular Saws are Unequalled
Our Cross-Cut Saws are Unexcelled
And our Hand Rip and Butcher Saws

FULLY EQUAL TO ANY MADE ON THE CONTINENT.

OUR SPECIALTIES.

THE "SIMONDS" CIRCULAR SAW
THE "LEADER" CROSS-CUT SAW
THE "LAWSON" BUTCHER SAW
THE "HERLING" HAND SAW

THE LARGEST SAW FACTORY IN THE DOMINION.

R. H. SMITH CO. LTD.

ST. CATHARINES, ONT.

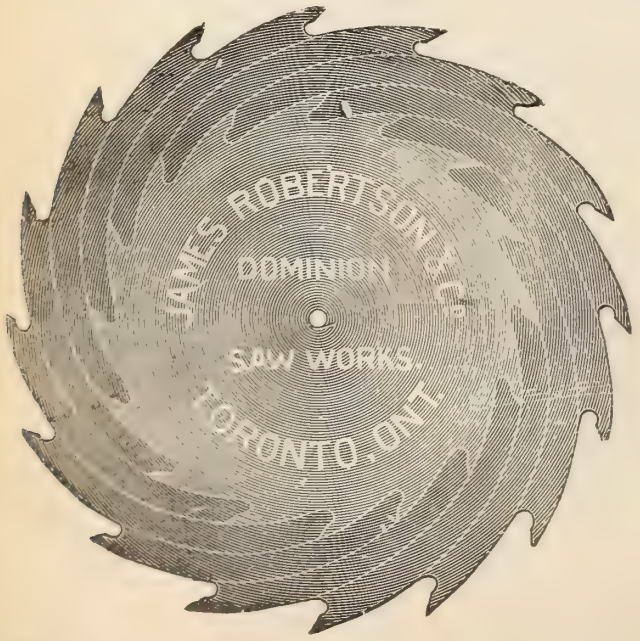
SEND FOR CATALOGUE.

DOMINION SAW WORKS!

JAS. ROBERTSON & CO.

253 to 267 King Street West,

Toronto, - - Ontario.



EVERY SAW FULLY WARRANTED.
Prices on Application.

JAMES ROBERTSON

Dalhousie and William Streets,

Montreal, - - Que.

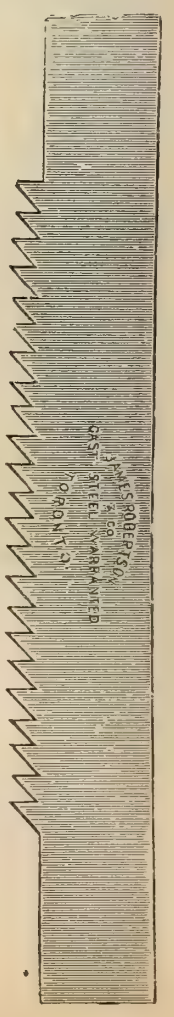
MANUFACTURERS OF SAWS

Circular, Shingle, Gang, Cross Cut, Concave, Mulay, Drag, Grooving.

Thuber's Royal ANTI-FRICTION BABBIT METAL.

Importers and Dealers in

Band Saws, Emery Wheels Saw Sets,
Saw Swages, Rubber Belting, Iron Pipe,
Saw Gummers, Leather Belting, Files, &c.



THE CANADA LUMBERMAN.

VOLUME IX. NUMBER 7. | PETERBOROUGH, ONT., JULY, 1889. | TERMS, $1.00 PER YEAR. SINGLE COPIES, 10 CENTS

THE CANADA LUMBERMAN

PUBLISHED MONTHLY BY

ARTHUR G. MORTIMER.

OFFICE: SIMCOE STREET, PETERBOROUGH, ONTARIO.

TERMS OF SUBSCRIPTION:

One Copy one Year, in Advance, - - - - - $1.00
One Copy six months, in Advance, - - - - - 50

Advertising Rates Furnished on Application.

THE CANADA LUMBERMAN is published in the interest of the lumber trade and of allied industries throughout the Dominion being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion of them by others.

Especial pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world so as to afford to the trade in Canada information upon which it can rely in its operations.

Special correspondents in localities of importance present accurate report not only of prices and the condition of the market but, also of other matters specially interesting to our readers. But correspondence is not only welcome but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way effecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the truth. Any items of interest are particularly requested for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN with its special class of readers is not only an exceptionally good medium for securing publicity but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements which will be inserted in a conspicious position at the uniform price of ten cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for three successive issues or longer.

Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade or specially interested in it, who should not be on our list thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

THE recent rains have been the means of making the lumbermen feel happy. Our advices from every district in Ontario are to the effect that there are very few logs, if any, but what will find their way to the mills. In the province of Quebec thousands of logs that had been abandoned have been started, and are now on their way with good prospects of getting to their destination. As far east as St. John the reports are very flattering as numerous drives that had been hung up have been released and are now on their way down stream. This much cannot be said of Wisconsin and Minnesota as millions of logs are still out in the woods with every prospect of not reaching the saw this season. The outlook in those states is not very assuring.

WE send a liberal number of specimen copies of this issue to persons who are not subscribers to the LUMBERMAN, but to whose advantage it would seem to be to have this journal as a regular monthly visitor. We believe that no person engaged in the lumber business and woodworking industries can peruse its pages without receiving some satisfaction, if not being materially benefited. Many of our subscribers tell us they cannot do without it. Every business man should take his trade paper and read it, and he who takes it and neglects to read it misses many a good thing by which he might be benefited. We are business men, publishing a paper in the interest of business men, and the object of this paragraph is to swell our subscription list, so send your name and your dollar right along, we will visit you once a month and you may rest assured that you will not only find us right good company but a very desirable companion.

THE conditions of the drives in eastern Michigan are anything but satisfactory to lumbermen as millions upon millions of logs are immoveable on the numerous tributaries of the Saginaw, and unless the rafting of logs to the river be much more largely engaged in than it is at present, it is said there will be a shortage of over 200,000,000 feet on that stream. The situation becomes more serious when it is understood that the Tittabawassee boom, which is the principal feeder to the Saginaw river mills, supplied up to June 1st, only about 70,000,000 feet of logs, or less than one-fifth of its output in 1888. There are an abundance of logs to be had in the Spanish river and Georgian Bay country, which could be obtained to make up the deficiency were it not for the $3 export duty, and the high price at which they are held by the owners. To say the least, the outlook for the lumbermen in eastern Michigan is not very flattering, while in Ontario the trade is good and the indications are that the season will be a profitable one.

AN American contemporary who has had a great deal to say about the Canadian export duty on logs says, "it has arrived at a point where the Canadian lumbermen and newspapers are working harder for a decreased or abolished export log duty than are the few Americans who want Canadian logs. The fact is this country can stand the pressure from the effects of the duty much better than the Dominion can." This smacks a great deal of yankee bounce, as the statement is made in the face of the fact that American lumbermen are piteously pleading to secretary Windom "to put a plenary duty on sawed lumber, or some other impediment to its importation, while the export duty is continued." When it comes to "standing," probably one country can "stand it" as well as the other, as both countries have been standing on their own bottom for a long time and are likely to do so for some time to come. For our part we do not think it is a question of being able to "stand it" so much as it is a question as to whether it is just to retain the export duty on logs. When we became thoroughly conversent with all the facts relating to the log question, and saw that the duty was unfair, we were honorable enough to admit it and declare in favor of its reduction.

ONE of the best means of cementing our Dominion more firmly together in a national feeling and breaking down the Provincial walls, lies in a more extended personal intercourse between the people of the different sections. With this object in view St. John, N. B., is taking advantage of the opening of their "Short Line" connection with the west to offer some special inducements for the western people to pay them a visit, during the hot weather. It is proposed to hold a Summer Carnival at St. John which will be inaugurated on Monday, July 22, by the opening of the electric exhibition. This exhibition it is said will be the most novel, and in many respects the most attractive display ever seen in Canada; the wonderful development of the uses of electricty in art, science and the requirements of daily life, will be fully exemplified by a complete system of the most improved apparatus, manipulated by some of the leading electricians of America. In addition to the Electric Exhibition, which will be a permanent attraction throughout the ten days, other features in the holiday term will be introduced suited to the tastes of all classes. The climate of St. John at this season of the year is a most delightful one, as it has all the advantages of summer, without the oppressiveness of heat which is found further south and in the interior. Persons desirous of enjoying a short vacation from business might do a great deal worse than spending a week in St. John during the Carnival. All lines of transportation, by land and water, will offer low excursion rates before and during the Carnival.

AN important arbitration case between the government of the United States and Mr. E. B. Eddy, of Ottawa, was recently concluded. It appears that for a long time the box manufacturers of Michigan and New England have been complaining that box shooks were being imported into the United States at a very low valuation, and recently an inquiry into the matter was ordered by the government. Mr. Eddy is the principal exporter of merchant box shooks from Canada to the United States and after considerable evidence had been collected, it was aggreed between Mr. Eddy and the United States, that the question of the value of box shooks manufactured at Ottawa should be left to arbitration. The re-appraisement was made by the appraiser of customs and another gentleman was appointed by the collector. Mr. Eddy, who was present, disputed the contention of the Michigan men that he was sending in at $9 per thousand shooks which were sold for $22 per thousand. The appraisers could only grant an increase of seventy per cent as that was all the government claimed, and there will be no advance on that valuation for the present season at least. No account will be taken of past importations and no duty upon former consignments will be asked for. The old valuation of $9 per thousand is increased to $15.30 per thousand. Mr. Eddy has stated that the increase of seventy per cent in the valuation of box boards going into the States is sufficient to paralize the business of making them here. It is said the raise in the valuation was owing to false statements made by Michigan lumbermen. The American duty on box shooks is thirty per cent ad valorem.

THE Senatorial committee, while at Tacoma, W.T., gained some valuable information in regard to the lumber trade of the North Pacific coast in particular, and of the relations with Canada and British Columbia. Mr. E. G. Ames, assistant general manager of the Port Gamble mills informed the committee that his mills were interested only in shipping lumber by water. He thought the fir of British Columbia was of a softer and finer grain than Puget Sound timber and found a quicker sale in the Australian market. To compete with the British Columbia mills they had to pick it out in grades. The Australian market demanded a higher grade of lumber than the Puget Sound mills could supply, but their second and third grades found a ready sale in California. The tariff on British Columbia lumber kept it out of their market, and enabled them to compete with it. Lumber going from British Columbia to Australia and the South Sea Isles paid the same duty as from Washington Territory, as Australia looked upon British Columbia as a foreign market. On the question of labor he said, "wages in the manufacture of lumber were a great deal lower in British Columbia as a great many Indians and Chinamen were employed at low rates. There is no place in the world where the wages were so high as in the Pacific Northwest. If the capital in the business is transferred to British Columbia where they have cheaper land, cheaper labor etc., he thought the Sound country would soon be a very dry place as lumber was the largest producing industry in the country." Captain J. H. Libbey, who has been on the Sound for thirty years and who is general manager of the large Tacoma mill, with 240 employes and a daily capacity of 240,000 feet, testified that the output of British Columbia mills

tributary to the Pacific ocean was last year 135,720,000 feet and that the average rate of wages was $1.75 per day, while our average rate of wages was $2.50 per day. They are as well supplied with timber so far as quantity is concerned as we are, and their percentage of timber is much better in quality. The mills of Washington Territory have a capacity now of about 800,000,000 feet, against 700,000,000 feet in 1888. About 50 per cent. of the Puget Sound timber is sold in the American market. If the duty was taken off lumber imported into this country the American mills on this side would shut up in 90 days. Of course everybody over the British line was in favor of removing the export duties. He thought the timber was much better as you go north. Alaska cedar is a growth that far exceeds anything we have. It cuts 50 per cent. clear, almost equalling the red wood of California. Lumber in the southern part of the territory sold for $1.50 less per thousand feet than Puget Sound timber. He concluded that if lumber from British Columbia would ever be admitted free of duty it would be ruinous to the lumber interests of Puget Sound. John Campbell, of the Port Blakely mill, who was heard by the committe in Seattle, said the capacity of those mills was 250,000 feet, ten hours a day, and a total yearly capacity of 70,000,000 feet. They send lumber all over the world, principally fir. It costs less to cut timber in the British possessions, from 50 to 75 cents per thousand feet. J. R. McDonald, president of the Lake Shore, Seattle & Eastern railway, testified that he was in the lumber business, and that last year he sent 47,000,000 feet of logs to the mills. If there was a removal of duty there would be just that much less lumber cut. He did not think any of the Sound mills were now making any money, and did not believe there was any difference in wages on either side of the line. In his opinion the Douglas fir was nearly as strong as oak.

A TONAWANDA correspondent of a trade journal says: "The export duty so unfairly placed upon logs by the Canadian government is still agitating our dealers, and among those who have heretofore drawn on the Canadian woods for the bulk of their supply, and whose business has almost been based on a continuance of the same facilities, the blow aimed at them has fallen particularly hard, and it is little wonder that they claim from our government protection in the shape of retaliatory measures that will bring the Canadians to a state when they will gladly remove the obnoxious duty. It is unfair altogether, and our timbermen are justified in their anger." It is little wonder that when retaliation was threatened, as it was last summer, that some of the Canadian lumbermen feeling that their interests would be assailed sought protection from the government. When a nation threatens retaliation against a friendly power without any cause or protection whatever, it is only natural to suppose that they would take steps to protect their own interests. If the export duty is obnoxious to our friends across the line and injurious to their interests who is responsible for the increase of the duty?

FELLING trees by machines driven by steam power, according to the London *Times*, has been superceded by electric power and has been adopted in the Galician forests. Usually in such machines the trunk is sawn, but in this case it is drilled with a series of holes close together. When the wood is of a soft nature, the drill has a sweeping motion, and cuts into the trunk by means of cutting edges on its sides. The drill is actuated by an electric motor mounted on a carriage, which is comparatively light and which can be brought up close to the tree and fastened to it. The motor is capable of turning around on its vertical axis, and the drill is geared to it in such a manner that it can turn through an arc of a circle and make a sweeping cut into the trunk. The first cut made, the drill is advanced a few inches and another section of the trunk is removed in the same way, until the trunk is half severed. It is then clamped, to keep the cut from closing, and the operation continued until it would be unsafe to go on. The remainder is finished by a hand saw or an axe. The current is conveyed to the motor by insulated wires brought through the forest from a generator placed at some convenient site, which may be at a distance from the scene of operations. The generator may be driven by steam or water power, and does not need to be transported from place to place.

EVERY thinker knows, says an exchange, that the man who would succeed must do more work than he gets paid for, in every profession and trade. We take it for granted that the man who will do only $20 worth of work a week because his salary is but $20 will never get more than $20 a week, for the simple reason that he has never shown his employer that he is worth more. We figure it that an employe who means to succeed has to do from 10 to 20 per cent. more work than he gets actual pay for. This he has to do until he reaches a certain point, and having reached that point he will find that by as much as his income has increased, by so much has the demand for amount and intensity of his labor diminished. To put this theory into figures, we will say that a boy receiving $3 a week should do $4 worth of work ; the boy receiving $5 a week should do $7 worth of work ; when he gets to be a man and receives $20 a week, he should do $30 worth of work ; a man receiving $30 should do $40 worth of work, and so on until, say, the salary reaches $75, and then the laborer can give himself somewhat of a rest, that is to say, about $50 worth of work will satisfy his employer. Labor brings its market value, and is seldom overpaid, oftener underpaid. It is the experience—the "Know How"—that brings the money.

THE United States Committee on trade relations with Canada held a session at St. Paul, Minn., last month, at which Capt. W. R. Bourne testified that he represented several lumber companies which cut about 40,000,000 feet a year. He did not favor free trade in lumber for the reason that American lumbermen pay four times as much for the material and pay taxes on it yearly, while Canadian competitors get land from the government and pay for the lumber when it is taken out. It only cost them, on this basis, from 75 cents to $1.25 per 1,000 on pine. They pay no taxes ; they only pay for what they cut and are free from loss except when fires or winds destroy their lumber they lose only their prospective profits Canadian labor was cheaper, as many lumbermen came to him from the Eastern Provinces to work through the winter, to whom he paid $22 to $26 a month, who said they had worked for from $12 to $16 the previous year. Most of his laborers were Swedes and Norwegians. Mr. J. B. Bassett, at a session held at Minneapolis the following day, testified in favor of unrestricted free trade with Canada. He believed that unrestricted commercial intercourse is the best for Canadians as well as for Minneapolitans, not only in lumber but in everything else. Major Geo. A. Camp, at the same session testified that "there is no lumber in Canada so situated that it can come in and compete with the lumber in Minneapolis. On the Pacific coast, however, it is different. There, the removal of the tariff would bring the lumber of British Columbia into direct competition, and would be disastrous to the lumbermen on the Pacific coast." He said further : "My ideas of the resources of that northern country beyond the boundary are that they are far larger than is generally thought. In my opinion the child is already born that will live to see the day when the great wheat belt of the world will be north of the line of the Canadian Pacific road." The members of the senatorial committee, however, say that the general tendency of the testimony wherever they have gone, has been in favor of reciprocity ; but it is hardly to be expected that anything will be done in that direction so long as the present protective administration remains in power.

THE imports into London this week, says the *Timber Trades Journal*, show "a great falling off to what we had to report a couple of weeks ago. On Wednesday a visitor might have thought all the steamers had gone to the Derby. There was only one we noticed in that day in the whole of that large expanse of water, and she had delivered her cargo, and was getting towards the river entrance preparatory to another voyage. It is somewhat unusual in June to find such an absence of shipping ; several ice vessels were unloaded in Canada Dock, but of timber only one, the Go-Ahead, was completing her discharge. Signs of steamers having recently been and gone were afforded by the quays, which were literally piled with deals, but the day to which we allude was, to say the least, peculiar. Taking the whole import of the week to these and other docks, we have, as far as numbers go, a respectable record, the total bringing wood amounted to 49, including several timber cargoes of flooring and steamers from the Gulf of Bothnia ports, 26 going to the Surrey side and 12 to the Millwall, the rest being distributed at other wharves and docks in the river." Arrivals at Liverpool for the week were of far more importance, but cargo prices had not given away ; though the buyers round the coast had been fully supplied with pitch pine for some time to come. The great Mersey port appeared to be heavily charged with this class of wood and also with spruce. Steamers were daily arriving from across the Atlantic with entire cargoes of pitch pine and spruce deals. At London a steady trade was being done in American black walnut, and in cut stuff sales recently had been large and at full maintained prices. Stocks were moderate, but fresh parcels of prime quality would be acceptable, and would sell at full prices. There was a large demand for American whitewood. Stocks were moderate, and prices fully maintained, with a tendency to strengthen. Lumber was in specially good request, and for fairly good quality boards and planks full prices were maintained. Shipments of an indifferent character had recently arrived, but could only be realized on at easier rates, and could hardly be expected to give satisfaction to the shippers. Large quantities of American white oak, both in logs and lumber, continued to find there way into consumption. This was especially the case with lumber which is in more request than logs.

SOME of the American lumbermen are considerably worked up over the Canadian export duty on logs as it threatens to interfere materially with their business and is without doubt derogatory to their interests. The lumbermen of Buffalo and Tonawanda, N.Y., having memorialized the Secretary of the Treasury to learn whether any power vested in his department would enable him to deal in any way with the hostile and vexatious action of the Canadian government in imposing a heavy export duty on logs designed for American mills, the *Northwestern Lumbermen* proceeds to work itself up into a state of excitement and wildly rushes into the campaign in its usual aggressive style. It opens out by saying "the Canadian export duty on logs is a contemptible act of spoilation and confiscation directed against American lumbermen who have invested money in timber limits on the Canadian side of Lake Huron for the purpose of securing a supply of logs for American sawmills. When these investments were made the export duty was $1. It has since been increased to $3." "Contemptible" is a good word to use when properly applied, and we can hardly blame the *N. W. L.* for using it in this connection, for we have not the slightest doubt but it would answer the purpose of our friends across the line to come over and get all the pine timber they want, cut it and convey it to their mills to be sawn, without paying any export duty on it, at the same time retaining their tariff on Canadian manufactured lumber, thereby preventing Canadian lumbermen from competing with them on an even basis. The *N. W. L.* further says : "The export duty was put on at the instigation of Canadian saw mill owners who want the price of standing pine kept as low as possible, and the entire stock of pine timber in Canada reserved for their use." This is protection, a very good thing, by the way, for Americans ; but when resorted to by Canadians it is simply "contemptible." To bring the Canadians down from their "contemptible" position it is proposed to inaugurate a "pinching" war. "The only way to reach the case is to pinch the Canadian saw mill interest by imposing an extra duty on pine lumber, or some other restriction upon its importation, to be continued while the export duty remains in force. This course would beyond doubt secure the immediate repeal of the export duty, as it would

then be in the interest of those who secured its imposition to have it repealed. If it were not repealed the advantage would be on the side of our own lumbermen." Better get your "pinching" process patented for fear somebody might be inclined to pinch back ; or, in lieu of this, how would it do to take off your tariff on condition that we repeal our export duty and give our lumbermen a chance to meet you squarely in an open market ?

SPLINTERS.

WE are in receipt of "The Timberman's Vest Pocket Inspection Book" issued by the *Timberman*, 161 and 163 Randolph Street, Chicago. It is a convenient arrangement for persons engaged in the lumber business.

* * *

AN Order-in-Council has been issued placing white ash lumber, sawn but not shaped, planed or otherwise, upon the list of articles that may be admitted into Canada free of Customs duty until the end of next session of Parliament.

* * *

THE amount deposited by the Collins' Bay Rafting and Towing Co. for the release of their tug McArthur, seized at Prescott, will be refunded, the offence committed being of a trivial nature, and without any premeditated attempt to evade the law.

* * *

THE Ontario Government timber inspectors have been through the mining regions of Algoma putting up "fire notices." This is a move in the right direction, as the timber must be protected, and mining parties must be more careful as to where and how they build fires.

* * *

THE Prince of Wales is in demand, or it would appear so from a Winnipeg despatch, which states that the Chief of the Wabigoon Lake Indians has cabled the Prince of Wales that white men are cutting timber on Eagle Lake and asking him to come and settle the matter.

* * *

IF the Americans really want the Canadian export duty on logs repealed, why not offer an inducement by taking off their import duty and give our lumbermen a chance to compete with them on an equal footing ? This would be far more commendable than resorting to retaliation.

* * *

THE shipments of lumber from the Saginaw river during the month of May this season were about 9,000,000 feet less than last year, but the shipments for the season to June 1st are 658,000 feet more than last season. It is believed, however, that the entire season's shipments by water will be the least for many years.

* * *

THE losses by the recent flood in Pennsylvania were by no means confined to the Conemaugh Valley, as it is stated that the lumbermen of Williamsport lost sixty millions of lumber and three hundred and fifty millions of logs. The withdrawal from competition of three hundred and fifty million feet of the season's supply will necessitate the substitution of stock from other points. As the lost stock was mainly hemlock and other cheap varieties there is no doubt but it will have a tendency to stiffen prices for low grades.

* * *

THERE is no better proof needed of the rapid progress of industrial interests in the Southern States than is shown in the growth of the *Southern Lumberman*, published in Nashville, Tenn. Started some ten years ago as a sixteen page experiment it has blossomed into a sixty-four page mammoth journal, and it is at present the leading and only paper published in the hard wood, cedar and pine section, where the future supply of lumber will be largely furnished. The current number has a very presentable appearance, it is gotten up in good style, and contains a large amount of pertinent and valuable editorial matter, reliable market reports, and has an able and trained corps of correspondents in every locality. In view of the fact that it it is the exponent of a vast section of timbered area, it is not surprising that nearly all manufacturers of wood working machinery are represented in its advertising columns. It is published twice a month at Nashville, Tenn. Subscription price $2.00 per annum, in advance.

* * *

THE Ottawa *Free Press*, a paper noted for its eminent ability in looking upon one side of a question and then through a pair of political spectacles, has evidently had its "funny bone" struck, as it endeavors to be facetious over our lifting the veil and showing up both sides of the log question. It concludes its funnygraphs by saying : "It is clear that if our lumbermen were to accept the Peterboro' paper as a guide they would be led into the woods." Just exactly ! That's the place where they want to be ; if we had no woods we would have no lumbermen. If the lumbermen were to follow the leadership of such guides as the *Free Press* we would soon have no woods to lead them into.

* * *

THE statement of revenue and expenditure for the eleven months ending May 31 of the current fiscal year gives promise of a substantial surplus. The revenue to May 31, amounted to $34,234,337, and the expenditure to same date to $29,587,424, showing a surplus of $4,646,913. The revenue during the corresponding period last year was $31,856,724, and the expenditure $29,452,213. The net debt of the Dominion on May 31 was $234,480,424, a decrease of $57,000 in the month. The expenditure on capital account to May 31 was $4,500,000, $120,000 higher than at the same time last year.

* * *

IN order to give a proper definition of what constitutes a log used for piling purposes, an Order-in-Council has been passed confirming are commendation of the Treasury Board which removes a great deal of the difficulty hitherto experienced. It provides that all logs found to measure, inside the bark, eleven inches or less diameter at the end thereof, irrespective of the length of such logs, when exported for piling purposes or as piling, be not subject to the export duty of $1 per 1,000 feet board measure. This decision will mainly affect the exporters of small spruce timber in the Maritime Provinces and British Columbia.

* * *

IN the Southern States trade is not very satisfactory, as is evidenced by the low prices prevailing for the product of nearly all its sections. One of the shrewdest observers at the Southern Pine Manufacturers' Convention at Montgomery, Ala., remarked that there are no very large stocks on hand, and that the output is restricted in accordance with the demand. He said yellow pine was selling far below its real worth, oftentimes below cost of manufacturing, leaving nothing for stumpage, or interest on the investment. The fact is that while Southern pine has of late years become an important factor in the market it is as yet, compared with Northern pine, restricted in the uses to which it has been considered adaptable. The volume of Southern production is in access of the requirements of such markets as make it their staple, and the surplus as a consequence becomes a disturbing element to values when brought in competition with Northern pine.

* * *

BRITAIN is not only supreme at sea but supreme in commerce. In both she demonstrates her ability to hold front rank. It is something to be wondered at to find the people of the Little Island the dominating power of the world. Numerically the British, compared with the other nations, are a mere handful, and territorially the Little Island would afford amusement for the waves of one of our internal lakes. But there is in the British a steady skilfulness to get, and an unyielding firmness to hold, all that contributes to a nation's power. The United States is very progressive and very enterprising in matters of trade. But comparing one nation with the other the British stands far ahead. The imports of the United Kingdom, according to the latest consulate reports, are two and a-half times as much as those of the United States and the exports twice as great. Thus with a population of about half that of the United States, the United Kingdom carries no more than twice the business, or at the rate of four times as much per capita. The value of the annual imports of the U. K. are $1,811,137,820 ; of the U. S., $725,202,489 ; the value of the exports of the U. K. are $1,403,815,805 and of the U. S. $691,777,444.

EXCHANGE ECHOES

Fredericton Reporter.

But Fredericton is also happy. The recent rains have raised the hopes of our people that the lumber hung up in such large quantities may be got out ; the Short Line route between Harvey and Salisbury is being surveyed ; then skilful base ball players have been engaged to teach the sporting youth how to play ; the Capital is going to start a subscription for a park, and we too are not going to be outdone by St. John but are going to have a new Mayor.

Northwestern Lumberman

It looks as if the present protective administration did not propose to desert its theories for awhile. It is reported to have been arranged that the import duty on box shooks shall be advanced $2 a thousand. It is said that over 250,000,000 Canadian box shooks have been imported into the United States under an appraisement which has cost the government several thousand dollars, besides driving American manufacturers out of the market wherever there was Canadian competition. Having cared for the box shook interests, it is likely enough that the government will adjust the log and lumber matter, as between the United States and Canada, in a manner that will prove satisfactory to petitioners.

Mississippi Valley Lumberman.

On the Mississippi and its tributaries there are 150,000,000 feet of logs of last winter's cut, on which not a man is working. They are hung up waiting for rain, and they will remain in just that fix until the rain comes. The water in the main river has fallen 16 inches in ten days at Brainerd and the general condition on all the waters is the same as this. The first drive of the season was all in Thursday and the boom company will stop work this (Friday) evening for five or six days, when the second drive will be in. The rear of this drive left St. Cloud dam Tuesday noon and was at Thousand Islands Thursday. This drive contains from 40,000,000 to 60,000,000 feet. It is coming very slowly with 150 men working at it. The first drive of new logs will leave Brainerd in about two weeks. It will have between 50,000,000 and 70,000,000 feet.

The Timberman.

It is recalled that a Canadian company is associated with the California Redwood Company, which secured twenty-five sections or 16,000 acres of heavy growth redwood timber in California some time ago, and it is also recalled that unfair influences were introduced into the methods of purchase by this company, who finally secured the valuable property on which it is said the trees stand densely thick, and range in size from three to ten feet in diameter, and from 200 to 300 feet in height. It is estimated that 150,000 to 200,000 feet could be cut from each acre of this property, which if valued at $1 per thousand feet, would approximate $1,750,000. And the same company, in which there is a great deal of Scotch blood, and which was organized six years ago in Edinburgh, has obtained possession of an additional 64,000 acres in the same county.

Toronto Monetary Times.

In some parts of Northern Ontario extensive and valuable pineries abound, but from distance they are sometimes inaccessible with the existing means of communication. Sometimes the railway affords the only means of communication, and it has got to be brought into existence in these distant regions Given the value of the timber and cost of the railway, it is a question of arithmetic whether the utilization of the forests by means of railways will not pay. The decision rests with the Ontario Government. To its energy mainly we must look for the making of these pineries accessible by rail. The right to cut timber will bring large sums of money ; from first to last millions, but how much is, with our present knowledge, beyond the power of estimate. A beginning was made in the necessary grades for this purpose last session, and it will probably be followed up with energy in the future. The liability of our pineries to destruction by fire has a direct connection with the policy of putting an export duty on saw logs. It is better to utilize by exportation a part of our timber in the form of saw logs than to run the risk of having the trees burnt up on the ground. The provinces which own the timber have a special interest in the commercial policy which deals with the exportation of the saw-logs, while the right of legislation is in the Dominion. The case is one in which, if the provinces were agreed on the policy that ought to be pursued, their united request should command respect from the legislative authority of the Dominion. Here is a practical question on which the provinces might compare notes, and if they agree upon what ought to be done, their wishes would probably have weight. But it is not certain that they should agree upon the lines of policy which it would be desirable to pursue.

THE EXPORT DUTY.

The following memorial has been presented by the lumbermen of Tonawanda and Buffalo to the Secretary of the Treasury. We publish it in full for the benefit of our readers as it expresses the views of a majority of the lumbermen in the States bordering upon Canada.

To Hon. Wm. Windom, Secretary of the Treasury, Washington, D. C.

We wish to learn whether any power vested in your department would enable you to deal in any way with the hostile and vexatious action of the Canadian government in imposing a heavy export duty on logs designed for American mills. We have understood that there is some legislation of a general character regarding Cuban export duties, and if so, perhaps it might be made to apply on the Northern frontier of the republic.

Many American lumber firms (some of your petitioners among the number) bought Canadian timber limits when the export duty was $1, intending to tow logs to the American side of the lakes. In 1886 the duty was increased to $2, and last fall it was made $3, which is a practical confiscation of investments in Canada made for the purpose of securing logs for American sawmills.

The object of the duty is to prevent the export of logs, and force their conversion into lumber in Canadian mills, but it is made to apply to masts, spars, piles, booms and all long round timber of pine and spruce.

The ability to tow logs from the Canadian side of Lakes Superior and Huron without payment of export duty, would be great advantage to sawmills situated at Cheboygan, Alpena, Oscoda, Au Sable, Tawas, Bay City, Saginaw, Port Huron and Detroit, Mich., at Toledo and Cleveland, Ohio, and at Buffalo, Tonawanda, Lockport and Rochester, New York.

The Canadian trade and navigation returns show a larger import of logs from the United States, than the log export to the United States. For the period from 1880 to 1888 over $6,000,000 in value of pine, spruce and cedar logs were floated down the St. John's River from the state of Maine, and converted into lumber in mills at St. Johns, New Brunswick. During the same period logs to the value of $4,300,000 were brought into Canada from the Rainy River and Red River districts, and other parts of the United States. The export of logs from Canada to the United States from 1880 to 1888 was $2,350,000, and of this amount only $156,000 worth was pine. Our import of logs from Canada for the period named was only about one-fifth as great as our export of logs to that country—a state of the trade no doubt due to the Canadian export duty.

The American duty on pine boards is $2 per thousand. The Canadian duty is twenty per cent., which is a higher rate. While the Canadian government imposes an export duty of $3 dollars on logs, the American government is debarred from retaliation in kind by the constitution.

The only way to meet the action of Canada in depriving American mills of their raw material, is to put a plenary duty on sawn lumber or some other impediment to its importation, while the export duty is continued. Such a course would force the immediate abandonment of the export duty, as is clearly demonstrated by the fact that when the Mills bill proposed to place lumber on the free list, except in the case of countries imposing an export duty on logs, in which case lumber from such countries was to pay duty as before, the Canadian government asked and obtained power from Parliament to abolish the export duty by order in council, with the avowed purpose of abolishing it the moment the Mills bill became law. The export duty was imposed at the instigation of sawmill owners in Canada, and will be removed at any time that it will serve their interests, The privy council have power to remove it without further legislation from Parliament than that given in the session of 1888.

A duty upon saw logs, or impediments placed in the way of their importation, would simply play into the hands of the Canadian mill owners and government, their desire being to prevent our importing them.

A provision substantially as follows would bring a backdown on the part of the Canadian government with more haste than dignity. If two weeks notice were given the export duty would be out of the way before the time was up.

"In case any country imposes an export duty upon saw logs exported from such country to the United States, then during the time that such export duty shall remain in force, sawn lumber made from the kind of timber upon which such export duty is imposed, when imported into the United States from such country, shall, in addition to the duty provided by law, be chargeable with an additional duty equal in amount per M to the amount of such export duty." Or, if this is not within the scope of your powers, restrictions upon the importation of lumber of a character to cause vexation and expense, imposed to be continued while the export duty was continued, would probably prove equally effectual. Shipment of lumber in bond is now permitted through the United States. The suspension of this privilege till the export duty was removed would be certain to produce the desired result.

If it were desired the signature of every sawmill owner from Maine to Minnesota could be procured to this memorial. We beg to urge your consideration of these statements and to ask redress, if it is in the power of your department to afford it, for a ruinous imposition upon many American citizens, which has been placed upon us by the Canadian government with offensive exhibition of a spirit of hostility and in violation of the requirements of good faith and fair dealing.

If it is desired we will send a deputation to Washington to place additional facts before you and make such explanations as it may be able to give. We have the honor to be

Your obedient servants, etc.

The Outline of a Mighty Forest.

In the extremely interesting record of his late adventures in Africa recently given to the world by the daily press, Mr. H. M. Stanley makes a statement which is likely to attract the special notice of all who interest themselves in the great forest question, and are endeavoring to ascertain with some approximation to truth how long it will take to exhaust the timber resources of the known world at the rate of destruction which civilisation is mercilessly exacting at the present time.

Mr. Stanley, in his letter to the Chairman of the Emin Pacha Relief Committee, after describing briefly the regions through which he made his way, and the misfortunes which befel him, goes on thus to speak of the forest region through which he passed :—

"We were 160 days in the forest—one continuous, unbroken, compact forest. The grass land was traversed by us in eight days. The limits of the forest along the edge of the grass land are well marked. We saw it extending north-easterly, with its curves, and bays, and capes, just like a seashore. South-westerly it preserves the same character. North and south the forest area extends from Nyangive to the southern borders of the Monbuttu ; east and west it embraces all from the Congo, at the mouth of the Aruwimi, to about east longitude 29 deg.—40 deg. How far west beyond the Congo the forests reaches I do not know. The superficial extent of the tract thus described—totally covered by forest — is 246,000 square miles. North of the Congo, between Upoto and the Aruwimi, the forest embraces another 20,000 square miles."

Let us pause for a moment over this information, and endeavor to comprehend its significance to a future generation ; to do so we must admit the accessibility of these forests for commercial purposes ; there is no great stretch of the imagination required to do that, for there is no reason why the interior resources of Africa should not be made as accessible as those of America have been and are.

The facilities of transit by steamships and railways are increasing daily, and nothing in that way appears impossible to industry and invention. In a hundred years' time England may be obtaining a large portion of this timber supply from these very forests Mr. Stanley was 160 days in traversing, the European shipments almost forgotten, and Sweden and Norway requiring all they can produce for their own use, like Germans are beginning to do now. Let us see what the extent of this vast forest tract is like, if there is such a chance of its ever becoming of such importance to us ; the area of Great Britain and Ireland is computed at about 121,000 square miles, while the forests in question are estimated at 246,000 or more than double the extent of all the British Isles.

If we reckon that by and by they will be brought under the axe at the rate of a square mile, or 640 acres per day (which would give employment to an army of lumberers), it would take about 786 years of 313 working days to clear away the first crop, let alone all the intermediate growth. A number of arithmetical questions present themselves to the mind when endeavoring to grasp the utility of this new discovery of timber lands, but we must leave their proposition and solution to the ingenuity of any of our readers who may like to utilise their Easter vacation in working out such results.

The fringe of a great subject like this is all our limited space permits us to deal with. One corollary may, however, be drawn from Mr. Stanley's experience. There is plenty of timber growing in the world to supply the wants of its inhabitants for a long time, though the great centres of civilisation may in the distant future have to go farther afield to obtain it.—*London Timber Trades Journal.*

Copperine.

The man who finds a want, and supplies that want, has caught the flood that leads to fortune. This is what Mr. Alonzo W. Spooner, of Port Hope, has done with his Copperine. In these days of high speed when everything is whirling at a rate that's enough to give ordinary mortals a touch of the razzel dazzel, machinists moan for a bearing metal clam-like in its cool and calm disposition, a metal capable of giving his Satanic Majesty the chilblains in his tail. Mr. Spooner has produced that metal, the want is supplied, and now that gentleman is floating on a flood-tide leading to fame, to fortune, to Parliament, and a summer cottage. Take for instance the Water Works of Toronto. Everyone knows that at one time those works got heated to such an extent, that the entire town was in a regular boil, but since the introduction of Spooner's Copperine, such a coolness has been thrown around, that members of the Works Committee and journalists now pass each other as strangers. It took over 2,000 pounds to cool those works, for they have the largest engines in Canada, but it fetched 'em, and the stokers after firing up, cool off now by standing near the bearings. It is one thing to turn out a useful and valuable production, and another to place it before the public. In this particular, Mr. Spooner, as an energetic pusher of business has no superior, and while he stakes his good name on the virtue of his Copperine, he does not hesitate to blow the horn for his own town, by declaring on his advertising cards that Spooner's Copperine is manufactured in Port Hope, the handsomest town in Canada. It is quite unnecessary to observe that Mr. Spooner has not had an opportunity of seeing the beauties of Bobcaygeon, but the man who links his town with his own fortunes is a man the country can be proud of, and one whose Nonfibrous, Anti-Friction, Hades-cooler Box Metal should be heralded, as this great journal now does, to every inhabitable part of the universe.—*Bobcaygeon Independent.*

A Lumber Case.

An important lumber case was argued at Aylmer, June the 6th before Mr. Justice Malliot. Messrs. N. Row and W. G. Hurdman, who purchased certain mill property at Hull from the Quebec Government, suing R. Hurdman & Co. to obtain possession. The latter company originally purchased the property from Sherman & Lord, of Albany, and there is said to be a balance of $134,000 due this firm by Hurdman & Co. Lemon Thompson, of Albany, has acquired the rights of Sherman & Lord to the mill property in question, and has sued R. Hurdman & Co. for the balance of the purchase money. The latter plead that they are troubled in their possession of the mill property, and by a dilatory exception ask that all proceedings be stayed until said Lemon Thompson shall cause such disturbance to cease and prove that when he and his partners undertook to sell such mill property they were owners of the same. Mr. Thompson has moved to reject this plea as being unfounded in law. The case is pretty well mixed up. W. Robertson, Q. C., of Montreal, and T. P. Foran, of Aylmer, represented Mr. Thompson, and Henry Aylen, of Aylmer, is conducting the case for R. Hurdman & Co.

The Chignecto Ship Railway.

The syndicate in London intend to construct a number of screw propellers to be used for traffic over the ship railway to maintain communication between the West Indies and St. John, Montreal, and to points even further West, as by this means vessels suited to the Western Canal locks may safely proceed even as far as Port Arthur without breaking bulk. These are the same parties who promoted the ship railway in London, and they will form an independent company with a capital of £500,000 sterling, power to increase to £1,000,000 for this purpose. During the winter season, when the navigation on the rivers and lakes is closed, these propellers will ply exclusively as well as during the summer months. These propellers will be schooner-built, of steel, all parts interchangeable, with triple expansion engines, and will be put on the route as soon as they possibly can be built. The completion of this work will supply a want long acknowledged, affording closer communication between the West Indies and all parts of Eastern Canada, and thus doing very much to facilitate the already profitable trade between the Dominion and West Indies.

To calculate number of shingles for a roof ascertain number of square feet and multiply by 9, if four inches to weather, 8 for 4½ inches, and 7 1-5 if 5 inches are exposed. The length of rafter of one third pitch is equal to three fifths of width of building adding projection.

FOREIGN TRADE REVIEW.

In the London market there is an active demand for American whitewood, large quantities of stock having recently been put upon the market with satisfactory results. Prices for both logs and lumber are fully maintained at recent rates. Planks continue in good request and secure ready sale both by private treaty and public auction. American oak has been active recently and large quantities have changed hands. We quote from Messrs. Denny, Mott & Dickson's wood circular of June 3rd :

CANADIAN TIMBER.—Both Oak and Yellow Pine were sold at low prices when forced at auction last month, but really first-class Oak, Elm and good Yellow Pine are so bare in stock that full prices are readily obtained against actual requirements for consumption.

PITCH PINE.—Arrivals of sawn logs have been plentiful, and owing to a somewhat large quantity having been pressed for absolute sale, quotations are lower for ordinary specifications ; but full prices are still obtainable for long piling lengths, which continue scarce. Two small parcels of Hewn logs are to hand and are selling steadily, although there is no great demand for this class of wood, large imports of which would not be advisable.

FIR TIMBER.—Stocks are very heavy, and demand slow, with six to seven thousand loads in excess of last year's corresponding month ; the prospect for continued high prices is not bright, excepting for Crown and Best middling quantities, which are not abundant.

Messrs. Churchill & Sim in their wood circular say :

The Canadian branch of the trade has been almost at a standstill for the last month or so, with the one exception of some little business in New Brunswick spruce, which, in the dearness of wood generally, has been sought for in moderate quantities, and at the prices current in recent months. Pine deals have appeared in the market in very limited quantities only, and not in attractive lines. The prices have been rather easier. Timber of most kinds has been offered for public sale in small quantities, and has brought rates equal to those expected.

Messrs. Simson & Mason, Limited, say : The present stock of Pine Deals, &c., is exceptionally small, being further reduced since last month by about 90,000 pieces. There has been no business by auction, and but few market transactions. Some 70,000 pieces of spruce have been placed by auction, without alteration in values. Market steady. The fresh import of timber is wanted. Enquiries have continued for prime parcels of elm and other hardwoods.

The timber trade in Scotland is without any change of interest to note ; the same steady business is maintained and the prospects continue of a healthy kind. A cargo of British Columbia pine had landed at Yorkville Wharf, Glasgow. It is described as a magnificent cargo, sound, clean, and free from sap, and consists of 300 logs large dimensions, 3,000 deck planks, cut on the quarter, and 4,000 prime 3, 4, 5, and 6 in. planks.

From Quebec several vessels have been fixed to Greenock at 26s, and Liverpool at 28s, and some tonnage had also been taken from Quebec to London (entire cargoes) for deals at 65s. From New Brunswick and lower Canadian ports rates continue firm. It is considered peculiar that Quebec and other Atlantic freights should be at their present rates, say 65s, which is if anything an advance on the early charters, whilst Baltic are down to about last year's spring rates, and the Black Sea, which generally governs the freight market, is likewise about on an average of last year's lowest rates.

The British Board of Trade returns show an increase for May over the same month last year of about five and a half millions sterling in value. The increased volume of trade betokens great activity. A comparison of the Board of Trade figures shows that the exports for May, 1889, amounted to £20,335,738, against £19,276,225 for May 1888, an increase of £1,059,513. The imports for the same month were £34,802,437 in 1889, against £30,370,755, in May 1888, an increase on the month of £4,431,682. The increase on the imports for the month is four times greater than that of the exports, but the totals for the five months are not quite so wide apart. The increase of the importation during the period named being £12,494,530. An examination of the timber returns for the month of May, shows that the strong current of supply continues to run with undiminished velocity. Of sawn, hewn and split wood, May brought forward 179,773 loads more than was imported in the same month last year, and this being added to the surplus of the preceding month, gives an increase of importation over the first five months of last year amounting to 480,456 loads at an extra cost of £1,478,935. This large increase before the main business of the season can be said to have begun is remarkable, and well worthy the close attention of the trade.

Month ending May 31st.

	Quantity.		Value.	
	1888.	1889.	1888.	1889.
Timber (Hewn).	Loads.	Loads.	£	£
Russia	7,629	30,044	12,666	57,821
Sweden & Norway	56,628	56,229	71,362	77,632
Germany	36,271	57,456	94,474	155,123
United States	6,559	12,991	27,969	56,821
British E. Indies	5,873	3,050	65,334	38,736
Brit. N. America	187	874	651	3,447
Other Countries	43,321	45,772	38,209	61,316
Total	156,568	206,416	310,665	450,896
Timber (Sawn or Split Planed or Dressed).				
Russia	29,097	72,600	48,369	158,138
Sweden & Norway	92,797	140,776	194,647	354,304
United States	17,369	49,447	45,533	158,052
Brit. N. America	44,146	43,988	89,708	109,370
Other Countries	14,319	20,842	28,948	57,390
Total	197,728	327,653	407,205	837,254
Staves (all sizes)	11,253	16,181	52,635	70,441
Mahogany (tons)	4,644	3,834	89,523	34,816
Total of Hewn and Sawn	354,296	534,069	717,870	1,288,150

Five months ending May 31st.

	Quantity.		Value.	
	1888.	1889.	1888.	1889.
Timber (Hewn).	Loads.	Loads.	£	£
Russia	12,018	38,692	22,220	73,582
Sweden & Norway	190,507	244,441	231,300	353,985
Germany	50,112	91,586	117,295	248,723
United States	40,868	46,736	168,149	196,845
British E. Indies	13,844	25,253	161,051	294,098
Brit. N. America	1,460	3,534	4,867	16,623
Other Countries	216,321	257,033	200,110	304,293
Totals	515,130	707,275	904,992	1,488,149
Timber (Sawn or Split Planed or Dressed).				
Russia	35,689	104,053	61,149	225,696
Sweden & Norway	266,914	392,846	558,324	930,228
United States	90,412	140,708	243,242	446,851
Brit. N. America	78,138	100,196	155,624	246,207
Other Countries	28,149	49,810	76,008	141,143
Total	499,302	787,613	1,094,347	1,990,125
Staves (all sizes)	33,345	45,828	175,332	219,319
Mahogany (tons)	19,798	19,186	170,824	169,042
Total of Hewn and Sawn	1,014,432	1,494,888	1,999,339	3,478,247

OUR TIMBER EXPORTS TO BRITAIN.

The following cargoes of Canadian wood have been reported at the various United Kingdom ports since May 2nd :

GLASGOW.—Norwegian, Montreal, 4,485 deals. Nestorian, Montreal, 11,300 deals. Concordia, Montreal, 5,670 deals. Colina, Montreal, 1,029 deals, 773 pcs birch, 428 deals and boards. Buenos Ayrean, Quebec, 1,623 deals. Alcides, Quebec and Montreal, 8,200 deals, 325 boards, 278 pcs. birch, 1,593 battens. Sarmatian, Quebec, 7,962 deals.

LIVERPOOL.—Fedrico, St. John, 527 stds. deals, &c., 35 stds. ends. Auriga, St. John, 25,945 deals, 167 scantlings, 2,802 deal ends. Lake Superior, Montreal, 2,098 boards, 3,762 deals, 7,309 pcs. lumber. Oregon, Montreal, 5,784 boards, 15,683 deals and ends. Circassian, Montreal, 3,968 deals, 550 maple blocks. Theodore H. Rand, St. John, 22,640 spruce deals, 162 scantlings, 2,227 ends, 12,129 birch planks, 2,020 birch ends. Cheniston, St. John, 9,541 birch planks, 1,266 birch ends. Toronto, Montreal, 245 deals, 11,976 deals and ends, 10,711 boards, 1,604 maple blocks, Quebec, 1,763 pcs. pine, 1,981 spruce deals. Parisian, Montreal, 1,532 maple blocks, 15,691 deals. Wallachia, St. John, 25,507 deals and battens, 4,338 scantlings, 139 pcs. birch timber, 8,646 deal ends, 1,628 boards, 5,471 birch planks, 109 scantlings. Lake Winnipeg, Montreal, 7,713 bdls, 17,780 pcs. lumber, 8,698 deals. Erimuita, St. John, 30,405 deals and battens, 415 scantlings, 247 boards, 3,963 deal ends. Rialto, St. John, 41,295 deals and battens, 3,691 scantlings, 4,030 ends, 107 boards. Lennie, St. John, 783 pcs. birch timber, 17,526 deals and battens, 739 scantlings, 5,712 deal ends. Oxenholm, Montreal, 16,788 deals, 6,078 boards, 2,226 deal ends. Hugo, St. John, 45,611 deals, 1,196 scantlings, 12,969 deal ends, 1,435 boards. Lake Huron, Montreal, 107 logs, 8,443 maple blocks, 9,335 deals. Alcia, St. John, 42,004 deals and battens, 2,525 scantlings, 9,232 deal ends, 2,996 boards, 7,196 birch planks, 105 birch scantlings, 563 birch ends. Montreal, Montreal, 149 boards, 7,313 maple blocks, 511 ash scantlings. Lake Ontario, Montreal, 1,667 deals, 7,180 maple blocks, 108 logs timber, 1,151 boards. Vancouver, Montreal, 7,850 pine deals, 5,807 pine boards, 15,524 deals and ends, 7,359 boards.

BARROW.—North Erin, St. John, 59,585 deals, boards and ends.

BELFAST.—Margaret Mitchell, St. John, 19,138 pcs. sawn fir. Andes, St. John, 23,635 deals and ends. Active, St. John, 19,866 pcs. sawn fir. Lord Damshire, St. John, 64,820 deals.

BRISTOL.—Emerald, Halifax, 16,472 deals, scantlings and ends, 289 pcs. birch timber. Carrier Dove, St. John, 28,739 deals and battens, 2,480 scantlings, 5,610 boards and ends.

CARDIFF.—Huldren, from St. John, 11,774 spruce deals and ends. Alfhild, St. John, 41,554 pcs. sawn fir. Solid, Halifax, 11,503 deals and ends. Solid, Jordan River, N. S., 1,810 deals.

DUNDALK.—Aldive, St. John, 11,327 deals, battens and ends. Era Lynch, St. John, 16,569 deals and battens.

LLANELLY.—Snowdrop, Halifax, 3,798 pcs. sawn timber, 357 pcs. sawn fir.

LONDON.—Damara, St. John, 7,961 spruce deals and battens, 7,503 birch planks, 1,264 birch ends, 472 spruce deals. Dracona, Montreal, 8,528 pine deals. Fremona, Montreal, 11,286 deals, 171 pcs. birch. Ocean King, Montreal, 8,010 deals. Texas, Montreal, 4,647 red pine deals, 2,997 spruce deals. Parthenia, St. John, 27,022 deals, &c. Loch Lomand, Montreal, 57,966 deals, 11,870 boards, 9,376 ends. Assyrian, Montreal, 18,654; Quebec, 1,425 deals. Chelydra, Montreal, 8,270 deals, 4,104 battens. Ulunda, St. John, 1,436 birch planks, 51 birch ends, 8,418 spruce deals and battens, 5,527 pcs. birch; Halifax, 2,153 pcs splints.

SLIGO.—Echo, St. John, 12,815 pcs. sawn fir. Culdron, St. John, 12,887 pcs. sawn fir. Sunshine, St. John, 13,204 deals and ends.

TROON.—Concordia, Halifax, 9,146 deals and ends.

WATERFORD, Oliver, St. John, 18,141 deals.

GREENOCK.—Howard, Quebec, 388 logs waney pine, 222 logs oak, 537 logs square pine, 116 logs elm, 201 logs birch, 4,178 deals, 1,434 deal ends, 1,120 spruce deals.

NEWPORT.—Kaline, St. John, 35,309 deals, ends and battens.

Supervisor of Cullers' Office.

Comparative statement of Timber, Masts, Bowsprits, Spars, Staves, &c., measured and culled to date :—

	1887.	1888.	1889.
Waney White Pine	127,965	.....	136,160
White Pine	15,840	.....	82,886
Red Pine	229	.....	9,180
Oak	174,295	.....	237,258
Elm	.....	.....	90,850
Ash	18,274	.....	59,933
Basswood	.....	.....	100
Butternut	.....	.....	242
Tamarac	.....	.....	1,624
Birch and Maple	147,742	.....	212,748
Masts and Bowsprits	.....	.....	2,182 pcs
Spars	.....	.....	.....
Std. Staves	3.8.3.20	.....	.....
W. I. Staves	8.1.2.16	.....	.....
Brl. Staves	.....	.....	.....

JAMES PATTON,
Supervisor of Cullers.

Quebec, 29th May, 1889.

Measured Timber.

The following is a statement of the quantity, cubic feet, of square and waney timber measured at Quebec to the 5th of June for the years 1887, 1888 and 1889 :

	1887.	1888.	1889.
Waney White Pine	144,929	50,313	278,305
White Pine	16,288	22,517	310,502
Red Pine	327	.....	17,427
Oak	174,295	220,358	241,485
Basswood	.....	.....	100
Butternut	.....	.....	270
Tamarack	.....	437	1,669
Birch and Maple	57,870	97,790	214,968

from which it appears that this year there has been handled already 605,234 feet of White and Red Pine, against 72,930 in 1888 and 161,544, or nearly nine times as much as last year, and not quite four times as much as the next preceding year. In fact, in all kinds of woods it shows a large increase on either of the preceding years, and in Pine is nearly three times as much as the two years together.

THE NEWS.

ONTARIO.

—Lumber shipping continues quite brisk at Parry Sound.

—Robert Quance, lumber dealer, Middlesex, has assigned.

—Wm. Machen, saw mill, Monkton, is giving up business.

—Nazaire Mosseau, lumberman, Belle River, has assigned.

—The Canadian Lumber Cutting Company, of Belleville, employ fifty hands.

—A tow of 12,000 logs made its way to Midland per tug Resolute last week.

—The timber drive on the Moira is progressing favorably, but the water is low and falling.

—Some 1,500 carloads of square timber were carried to Belleville over the Midland division up to the first of June.

—A raft of very fine pine timber, belonging to R. Hurdman & Co., left Ottawa last month. The raft contained 2,120 hewn pieces.

—It is stated that about 9,000 of Hurdman & Co.'s logs on the Ottawa are stuck, and mixed up with about 22,000 of Thistle's logs.

—Vigar Bros., saw mill at Port Arthur, is in operation giving employment to about 40 men. The cut is expected to amount to 3,000,000 feet.

—Messrs. J. & S. Clemens & Co., of Preston, have added one of Goldie & McCulloch's largest sized moulding and matching machines to their planing mill.

—The Customs returns of exports from Ottawa for the month ending May 31, were: $400,969 against $302,121 same month in 1888; increase, $98,248.

—The mill foreman in Barnes & Co.'s shook factory, Ottawa, says he never saw such a lot of mill hands idle. Some days he could easily man two mills.

—Mr. James Scantlin succeeded in getting his large drive of logs safely down the Napanee river, at the earliest date in the history of driving operations on that river.

—The difficulty between the mill men and the V. H. L. Co., has been settled, and the men are all again at work, the two mills at Victoria Harbor running full time.

—Mr. John Irwin, lumber merchant, of Brampton, is about taking a trip to British Columbia with a view to purchasing timber limits and erecting saw mills there.

—Silas Brush has bought Jason Fox's share in the saw mill at Colchester south, and has entered into partnership with Eli McLean in the saw mill, planing mill and lumber business.

—The sawlog drive on the Moira will this year exceed that of any former year. 410,000 pieces have passed through the boom. Some of these logs have been three years on the way.

—Messrs. Irving & Downs have sold out their saw mill and lumber business at Picton to Mr. A. P. Hepburn, who has recently made valuable improvements both to mill and machinery.

—Mr. E. W. Bowslaugh has sold his planing mill at Grimsby Park to Mr. D. Marsh, for $5,000. Mr. Bowslaugh will move to Kingsville, where he will build and start a similar mill.

—Mr. H. W. Petrie, Brantford, manufacturer and dealer in machinery, recently made a large shipment of iron working machinery to a large iron working establishment in Detroit, Mich.

—The new band saw which the Blind River Lumber Co. put in their mill lately proves a complete success. The capacity of the mill per day is 65,000 feet of lumber, 50,000 shingles and 18,000 lath.

—Mr. J. H. Bromley, of Pembroke, has started a new industry in his section, namely, the exporting to the United States of peeled poplar poles. This wood is used extensively in the manufacture of paper.

—Mr. E. B. Eddy's drive of logs on the La Vallee creek is all out into Lake Temiscamingue. The drive coming down from Metabuchewan river is expected to reach Lake Temiscamingue by the middle of the month.

—The R. A. Casselman saw mill and limits, at Casselman, have been sold to a company in which Mr. John Bradley has an interest, and the mill has started up again for the season. All the mills are running at this place.

—Mr Geo. E. Lancaster's new saw mill at Vars has commenced running. Mr. James McNally will soon have his new planing and shingle mill in full blast. Mr. S. Fetherly is running his saw mill to its full capacity.

—A drive of twelve million feet of logs reached Parry Sound from up the Seguin river last month. The logs filled the river for a distance of eight miles. The season has been one of the best on record for driving in that section.

—A large raft of square timber, consisting of 201 cribs, belonging to Mr. Fraser, of Westmeath, left Ottawa for Quebec on the 14th. A raft consisting of 120 cribs, belonging to the firm of Booth & Gordon got away on the same day.

—During the storm last month, the boom across the mouth of the Mississauga River broke, allowing several million feet of timber and sawlogs to be carried into Lake Huron. The following day being calm the greater part of the timber was secured.

—The mills of Messrs. Graham, Horne & Co., at Vermillion and Fort William are running full time. Their cut this year will reach into the millions. Their new dryer at Vermillion will turn out 25,000 feet of lumber per day, ready for the planer.

—The main drive has reached Combermere. Mr. Alex. McDougall, foreman for J. R. Booth, has his camp just below the village. Mr. Wm. Levry, foreman for M. L. B., has camped at Blackfish Bay, and the logs are passing here in great style.

—The river at Belleville is filled with saw logs for two miles, despite the fact that 10,000 pieces are daily passed through the boom. The water is falling and 150,000 logs will be hung up, but 120,000 of last year's logs have been brought down and sorted.

—The tug boat McArthur, belonging to the Collins Bay Rafting and Forwarding Company, has been seized at Prescott for not reporting inward and outwards. The tug took a boom of logs to Prescott and then went across to Ogdensburg and returned without reporting on either occasion.

—Messrs. R. Hurdman & Co., Dieux Rivieres, had given up their North River drive, but are likely to resume operations on it in view of the big rainfall. Messrs. Frane & Co., it is rumored, will return to their drive they abandoned some time ago, with every prospect of getting it out.

—Mr. S. L. Mullet has established himself in business at Orillia, where he will pay special attention to the repairs of saws for lumber mills. Mr. Mullet was for a considerable time connected with Messrs. Shurley & Dietrich, saw manufacturers, of Galt, Ont., and will act as agent for the sale of that firm's goods.

—The Polson Iron Works Company are pushing the construction of the steamer they are building at Owen Sound, for the Parry Sound Lumber Company. She will be 210 feet long, 34 feet beam, and 14 feet deep; will have a capacity of 1,050,000 feet of lumber, or 44,000 bushels of grain, and will be one of the finest steam barges afloat.

—The steamer Africa and consorts Marquis and Severan arrived at Fort William last month with one million five hundred thousand feet of dry pine lumber for Graham, Horne & Co. This is the largest single consignment of lumber ever received in the district of Thunder Bay and will be shipped to Manitoba and the Northwest Territories.

—Large quantities of square and round timber passed through the Chaudiere slides during the month. Three large square and board lumber rafts, two for the Hawkesbury Lumber Company and one for Hurdman & Co., passed down the Ottawa. Another belonging to the Hawkesbury Company is at Des Joachin. All are bound for Quebec. The Hawkesbury Company took out 40,000 logs on the Des Joachin last winter.

—The steam barge Chamberlain and tug Shawanaga brought safely into port at Penetanguishene the largest raft of logs ever brought down the Georgian Bay at one tow. It contained over two and a half millions of feet B. M., being the entire last winter's cut of the C. Beck Manufacturing Co., at their Shawanaga limits. Hitherto it has been nearly a whole season's work for one tug to do what the two vessels accomplished in 80 hours.

—Trouble is being experienced by the lumbermen this year in some sections owing to a disease called "blackleg" breaking out amongst the men. A number are now in the hospital at Baie des Peres, Quebec, and a number of men engaged in rafting at the foot of the Quinze rapids have had to quit work. The disease is said to be caused by a lengthy diet of salt pork, etc., without an equally abundant supply of vegetables, it is not at all dangerous and ceases on the return to vegetable diet.

—The first drive of this season's logs was being tailed through the boom at Belleville on the 23rd May, making 270,000 pieces that have up to that date been sorted. Another drive of 200,000 pieces has reached the railroad bridge, and its tail is at the Lost Channel. The drive which is owned by Gilmour & Co., and the Rathbun Co., includes the finest logs that have been brought down the Moira in twenty years. About 250,000 saw logs will be hung up, namely, 135,000 in Black Creek and 115,000 in the Moira.

—The big log jam at the Cascades is reported even worse than when first described. The logs in many places are shoved down to the river bed, and piled 40 feet high. An effort is now being made to ease the jam at the south shore. The dam dare not be broken in the ordinary manner as the rush that would follow would break away all the works on the river. Seventy men are engaged in the easing of the jam. The expense it is said, will be very heavy and will fall entirely on the Gilmours, as the booms and works are not government property.

—For three days, work at the saw mill was at a standstill owing to a lack of logs, the man in charge of the supply having failed in some way to have them towed in. The mill hands, some 75 in number, feeling that they should not suffer the loss demanded pay for their idle days, and being refused went out on strike. The proprietor of the mill, Mr. Dyment, of Barrie, at once came down to explain. He himself not being to blame refused to grant their request and gave them till Wednesday morning to start or forfeit their positions. They started.—Bradford *Witness*.

—The Pembroke *Standard* says: The recent rains have raised the water in the streams sufficiently to enable lumbermen to get out nearly all timber and logs. Messrs. Thistle, Carswell & Co., and R. Hurdman & Co., who were about to abandon their drive on North River before the rain set in, have resumed operations on it with every prospect of getting it out. Messrs. R. H. & Co., will also get out the greater part of their Magnicippi drive. The only drive that we have any certain report of being stuck is a raft of timber belonging to Messrs. Fraser & Co., on the upper Pettewawa.

—A great jam of saw logs, containing 130,000 pieces, which filled the Moira from Cannifton bridge to Donleyville, a distance of two miles, was broken up June 6. This mighty mass, carried onward by a swift current, swept onward to the boom at the harbor, which was soon passed, and the logs rushed onward to a second boom, which had been prepared in anticipation of such an event; but this, too, failed to stand the enormous pressure and the timber was carried out into the bay and widely scattered. An effort was made to gather the logs and tow them to Wallbridge's cove for separation.

—Pembroke *Standard*:—Lumbermen complain that considerable difficulty is being experienced in getting the drive through the tributary streams into the Ottawa and as these upper waters passed their height at an unusually early date this year, that a large number of logs are likely to be left behind for this season. This is confirmed by the appearance of the Ottawa River, the waters of which have already gone down considerably. There is a point in these waters that is usually not marked before the first week in July. The local railways having penetrated the lumber piles with their tracks, are now doing a rushing business in the freightage of sawn lumber.

—The weather during the fore part of last month wrought havoc among lumbermen who have been getting their square timber through the government slides at the Chaudiere. A large raft belonging to Messrs. Hurdman Bros. which was bound for Quebec owing to the weather and heavy wind, the raftsmen were unable to collect the cribs they having been washed here and there on the Ottawa side of the river. Immediately after leaving the last slide the wind carried them into the eddy at the foot of Bank street, while the several cribs floated to the mouth of the last lock, causing considerable inconvenience to boatmen locking up and down. It is said that the firm will lose considerably by the delay as the timber was past due in Quebec.

—The various mills on the Chaudiere are doing a good business. The prospects are that the mill owners will be well satisfied with their season's work. Pearce & Co.'s small mill has started up, and it is intended to commence the night watch by the first of July. Mr. G. H. Perley, of Perley & Pattee, reports a very encouraging commencement and says if things keep on as they have been they will have a prosperous season's work. Mr. J. R. Booth has not been sawing so much three inch lumber this season, owing to the slackness in demand for that particular dimension. Labor is very cheap and logs are coming down in satisfactory numbers. Mr. F. H. Bronson, of Bronson & Weston, reports prospects as encouraging and says there is not so much fear of low water as there used to be, on account of the dam constructed above the Chaudiere falls. Mr. Bronson does not anticipate any further trouble about the sawdust question. The lumbermen have not heard from the government that they intend to put a stop to the practice of putting sawdust in the Ottawa, and the impression in some quarters seems to be that the last has been heard of the complaint. Notwithstanding, however, it is intended to re-introduce the Montreal Boom Company's bill into parliament next year with sundry amendments which are not specified.

—The Lakefield Lumber and Manufacturing Co.'s saw mill at Lakefield is now lighted up by electricity.

—Mr. Robins, of Wyebridge, has put a new stationery engine in his shingle mill, which he has fitted up and has it ready for a good summer's work.

—Letters patent have been issued incorporating the C. Beck Manufacturing Company, of Penetang, capital $250,000 ; also the Hawkesbury Milling Company, capital $15,000.

—There was quite an exciting time at Britannia a few days ago. In spite of the heavy wind which sprang up at mid-day a large raft of square timber had been going down the Deschenes rapids, which are now magnificent in their tumultuousness. One of the cribs missed stays and collided with the little island which divides the southern from the main channel, going to pieces at once and compelling the raftsmen to jump for their lives. All three made the island in safety, but then the question was to get them off this timely refuge, for they were in a perfect hell of water. They remained there all the afternoon as no boat could hope to reach them while the wind was so high. Happily soon after sundown the wind abated somewhat and a *bonne* having been dragged overland from the deep water below, a gallant and successful attempt at rescue was made, three sturdy raftsmen getting into the *bonne* and having picked the men off the island going down through the raging rapids in magnificent style amid the applause of the excited spectators.

—The lumber business has become one of the main industries of Huntsville, in the Muskoka district. Messrs. Brennen & Son have a large mill at the foot of Hunter's Bay, fitted up with all the latest improvements, employing about 40 hands, and cuts per day, during the season, from 35 to 40 thousand feet of lumber, besides many thousand shingles. Heath, Tait & Turnbull take out every season a stock of about 5,000,000 feet, and cut 40,000 feet of lumber and 100,000 shingles daily, and employ over 60 hands. Thos. Whaley with a force of 8 or 10 men cuts about 40,000 feet of shingles daily. McConichie & Calder do a lively trade in lumber and shingles. J. Whiteside, owner of the old Ambler mill, employs 25 hands, who are kept busy cutting and shipping lumber and shingles. The old Fetterly mill at the locks is now operated by Messrs. Hobson & Wilson who have made great improvements in the mill and are now turning out large quantities of lumber and shingles. It is the only water mill in Huntsville.

QUEBEC.

—President Harrison has appointed C. L. Knapp, of New York, Consul-General at Montreal.

—T. W. Holmes & Co., lumber, Montreal, have dissolved ; T. W. Holmes will continue the business.

—A dealer at Stanstead, has secured 275 car-loads of birch logs, costing $10,000, to be used for veneering.

—One of Messrs. Fraser & Co.'s drives on the Upper Pettewawa has been abandoned. The other one is in Long Lake. They have put on their full force on this one and expect to get it out.

—The transshipment of lumber from rail to boat in St Johns is assuming considerable proportions. The lumber is brought from Ottawa via the C. P. R. and is laden upon barges, to be conveyed to southern ports. Most of these barges bring in coal and take out lumber.

—The *Pontiac Advance* says a larger quantity of timber is coming down the river than has been brought down in any one season for the past ten years. Mr. D. M. Rattray of the Rattray House, has thirteen stages making three trips a day between this village and Bryson carrying the timber drivers.

—Ross Bros., of Buckingham, commenced sawing on May 27th, and Messrs. McLaren & Co. followed shortly afterwards. The season's cut was large, the drive was accomplished without difficulty, and ahead of all previous years, in point of time. Two years since the mills did not start until two months later.

—Mr. E. B. Eddy, of Hull, has discharged a majority of the hands at his shook factory, and it is reported that his mill will close down on account of the increased valuation of box shooks by the United States customs. It is reported that he will dispose of his plant and machinery to some gentlemen who propose starting a box shook factory at Rouses Point, N. Y.

—An official statement shows an extraordinary increase in revenue of the Quebec Crown Lands Department from woods and forests for the current year expiring on June 30th, as compared with the two past years. According to this statement the revenue from woods and forests amounted to $582,718.07 for the year ending on the 30th of June, 1888 ; while for the current year it has reached the sum of $994,089.33 or an increase of $395,413.64 over last year.

—The changes in the cullers' staff contemplated by the act of last session will take effect on July 1st. About eighteen cullers will be retired, each of them receiving a pension of $200 a year. The appropriation for this service has been reduced from $48,000 to $18,000, provisions being made for eight timber cullers and one stave culler at Quebec, two cullers for the Montreal and Sorel district and one at Three Rivers. Corresponding with the diminution of the staff, there will be a decrease in the office staff at Quebec and Montreal.

BRITISH COLUMBIA.

—The Port Blakely saw mill at British Columbia is said to be the largest in the world.

—Mr. W. H. Higgins has started a new logging camp on Deep Cove, North Arm of Burrard Inlet. He proposes to cut some 8,000,000 feet of logs during the year.

—Mr. Sutton, the Cowichan lumberman, in company with capitalists, is building a dam across the Cowichan River, in order to be able to bring logs down from his limits on Cowichan Lake.

—The Columbia River Lumber Company (limited) has been incorporated. The incorporators are James Ross, of Sherbrooke, Que ; Wm. McKenzie, Kirkfield, Que ; Fred. Robinson, Beaver, B. C ; Nicholl Kingsmill and Alex. Cattanach, Toronto, with a capital stock of $30.000.

NEW BRUNSWICK.

—Mr. R. Shive's mill will soon be in operation day and night.

—Campbelltown is looking up. Business, which had been more or less stagnated for some time on account of the slow rate at which lumber came down the Restigouche, is now taking a brisk turn for the better,

—A large number of logs were got out in Kent county last winter. Bowen Smith's mill, at Cocague, and Irving's steam mill at Bouchtouch are both busy. The higher price of deals has greatly encouraged the millmen, and all kinds of lumber has advanced in sympathy.

—Mr. Smith, of Kent county, who has the contract for the Cape Tormentine wharf, is making ready his first shipment, 7,000 trees from 20 to 33 feet long, and averaging at the top 15 inches. Half of this quantity will be squared and then all will be rafted and towed to the Cape, a distance of 100 miles.

—With but one exception the lumbermen of the Miramichi will be enabled, with extra hard work and expense, to get their winter's cut to the booms. The drives in the more difficult streams, such as those of Rocky and Trout brooks, are hung up and will remain so until there is a considerable rise of water.

—The Kent lumbering Co., have built a fine new mill at Richibucto, and many of the old mills up the Restigouche have been repaired and refitted. Many vessels have been chartered ahead ; 26 have already been fixed for Campbelltown. Mr. W. A. Shives mill at Campbelltown will cut shingles as well as lumber.

—The numerous steam mills on the Miramichi have resumed operations. Within a radius of four miles there are no less than eight mills, which give employment to about 1,000 men and boys. Mr. Snowball has 10,000,000 feet of sawn lumber on his wharf while the other seven operators are not far behind. The lumber cut has been large.

—Business on the North Shore is much better than usual this summer owing principally to the advance in the price of deals in England. Most of the mill owners held over large quantities of deals and these they sold at an advance of $2 or $3 on last year's prices. The operations in the woods during the winter were pretty large and all the logs are coming out well.

—Most of the spruce logs which were cut last winter on the River Benjamin, the tributary of River Charles, up near the head of Restigouche, and other rivers in the county of Restigouche have been "hung up" for want of sufficient water. Unless there are very heavy falls of rain during the summer the logs must remain in the woods until another season. The cedar logs for the shingle mills happened to be cut near the mouths of the rivers and have all been got to the mills.

—The property at Shulee, belonging to Aaron Grant, comprising from 8,000 to 12,000 acres of valuable timber, with wharves, buildings, etc., has been purchased by Dr. C. W. Hewson, W. T. Pipes and J. H. Morrison of Amherst and J. & J. W. Seaman of Barronsfield, for $24,000. Dr. Hewson takes half the property, J. & J. W. Seaman ¼ and W. T. Pipes and J. H. Morrison ⅛ each. The Dr. had a large tract in the vicinity valued at $3,000, proportionate shares of which have been purchased by the others. This property is estimated by some to be yet covered with about 100,000,000 feet of lumber and the fine harbor of Shulee, which it includes is one of the best on the Bay Shore, and is open nearly a month earlier in the spring than the other harbors along the Bay.

NOVA SCOTIA.

—About 27 cargoes of deals have been shipped out of river Herbert this spring to St. John and Parrsboro, and they are still going almost daily. B. Young has shipped one cargo pine boards to Jamaica, and one cargo of laths to Boston. One schooner is loading piling, making in all about 30 cargoes out of the river.

—Large shipments of deal and other lumber are to be made from Northport, and other points along Amherst Shore this season. Four schooner cargoes have already gone, and Munn & Co., Harbor Grace, have a brig ready to sail. Brander & Co., are loading a brig for Liverpool. In all there are about 35 cargoes, large and small, for shipment this season, and of these J. S. Hickman will load 25.

MANITOBA AND THE NORTHWEST.

—Chicago capitalists are looking over prospects with a view to opening a saw mill at Revelstoke.

—A large addition has recently been built to J. M. Taylor's planing mill at Portage la Prairie, Man., affording one-third more shop room.

—Lumbering on the Saskatchewan is at a standstill ; the water is so low that it is impossible to run ferries. Rafts are beached all along the river.

—Moore & Macdowall's new machinery for their saw mill at Battleford has arrived. The fly wheel is very large, and weighs about 4,600 pounds.

—The new schedule of rates on the C. P. R. for lumber and shingles in carload lots from British Columbia coast to Manitoba and the Territories is as follows :

TO	NEW	OLD
Calgary	35c	40c per 100 lbs.
Dunmore	40c	45c "
Maple Creek	42½c	45c "
Regina	47c	55c "
Winnipeg	50c	60c "

—Shipping of lumber from mills at Winnipeg is still going on actively, and the local demand is on the increase. Prices are steady and as follows : Dimension—2x4 to 12x12, 12 to 16 ft. long, $15 ; do, 10, 18 and 20 ft. long, $16. $1 per M advance on each inch over 12 inch surface. 50 cents per M advance on each foot over the above length to 24 feet long. $1 per M advance on each foot over 24 feet long. Surfacing, 50 cents per M ; Surfacing and sizing, $1.00 per M. Boards —1st, common, rough, $16.50, dressed, $17.50 ; 2nd common rough $15, dressed, $16 ; Culls, rough, $11 ; dressed, $12 ; 1st common, stock, 12 in, rough, $19, dressed. $20 ; do, 8x10 in, rough, $18, dressed, $19 ; 2nd common, 12in, rough, $17, dressed, $18 ; do, 8x10 inch, rough, $16, dressed, $17. Ten feet long and under, $1 less per M. Shiplap—10 inch, $17.50 ; 8 inch, $17. 8 and 10 inch flooring and siding at $1 per M advance. Siding, ceiling and flooring—1st, 6 inch, $29 ; 2nd, do, $25 ; 3rd, do, $21 ; 4th, do, $18 ; 1st, 5 inch, $29 ; 2nd, do, $25 ; 3rd, do, $20 ; 4th, do, $17 ; 1st, 4 inch, $29 ; 2nd, do, $25 ; 3rd, do, $19 ; 4th, do, $16 ; $1 per M advance for dressing on both sides. $1 per M less for lengths 10 feet and under. Bevel Siding No. 1, 1st siding ½ in, x 6 in, $20 ; No. 2, 2nd, $17. Stock No. 1, $35 ; No. 2, $30 ; No. 3, $25. Clear, 1 inch—1st and 2nd, $40 ; 3rd, $32. Finishing, clear—1¼, 1½, and 2 inch—1st and 2nd, clear, $45 ; 3rd, $40 ; selects, $30 ; shop, $25. Mouldings—Window stops, per 100 feet lineal, $1.00 ; Parting strips, do, 60 cts ; ¼ round and cove, per 100 feet lineal, 75 cts. Casing—4 inch, O. G., per 100 feet lineal, $1.75 ; 5 in, do, $2.25 ; 6 in, do, $2.50 ; 8 inch, O. G., base, $3.50 ; 10 in, do, $4.25. Lath, $2.00. Shingles—1st quality, $3 ; 2nd do, $2.50 ; 3rd do, $1.50 ; 4th do, $1. Dealers are requested to order by number. No delivered prices.

AMERICAN.

—W. H. Howcott, of New Oreleans, says there are 2,400 saw mills in the South, mostly cutting Yellow Pine, and that $50,000,000 have been invested in Southern Pine lands since the last census, and that this is becoming a favorite line of investment with capitalists and managers of fiduciary funds, not only in the United States, but also in England and other foreign countries.

—Surveyor General Alex. Frazer has compiled a report of logs cut from state lands in the Duluth district during the year ending June 1, 1889, showing an aggregate of 59,144 logs, or 9,411,960 feet. This cut will net the state about $30,000.

—The reports from the tributaries above the St. Paul are to the effect that a large number of logs are "hung up," and the indications are that unless providence comes to the rescue with rain, about 90,000,000 logs will not see the saw this year.

THE EXPORT DUTY REDUCED.

We glean from Ottawa that a most important proposition has been made by the Dominion Government through the medium of the Foreign Office. It is that both Governments should consider the propriety of removing the import and export duties on lumber of all kinds, or in other words, that the Canadian Government will abolish the import and export duties on lumber providing the Washington authorities reciprocate. As an earnest of good faith, the Dominion authorities have meanwhile reduced the export duty on pine logs from $3 to $2 per thousand feet, board measure, the figure at which it stood in November last, previous to the representations of the lumbermen asking for an increase. This reduction in the export duty takes place July 1. Under all the circumstances the action of the government is a most commendable one, and will doubtless be received with approbation by the lumbermen of Canada and the United States. As our export duty of $2 a thousand is nearly equal to the United States import duty on lumber, it might be to the mutual advantage of both countries if the duties were removed altogether.

CORRESPONDENCE.

MADAWASKA, N.B., June 10th, 1889.

Editor Canada Lumberman.

It is very amusing to hear the Americans' threats that if the Canadians do not reduce or abolish the export duty on logs, they will double their import duty. And what would it amount to? In the first place they have not a supply of timber of their own to meet their demand ; and in the second place if they increase their import duty they would have to pay it themselves—but it is not so at present with us. Our supply is fully equal to our demand, and if we should charge 100 per cent. on foreign lumber coming into our market, such as is grown in our country it would not affect our prices—it would only have a tendency to encourage a boom to supply our own market if a scarcity appeared. But our supply is decreasing fast, and it should be viewed with alarm before the most valuable lumber in our forests is slaughtered and manufactured on the American side, for the benefit of their capital and their labor to meet their consumptive demand instead of our own. We require an export duty on our lumber equivalent to the American import duty in order to place our millmen upon an equal footing so they can compete with American manufacturers. Their cry of retaliation is a game of bluff. They don't hold a hand to carry it out, and if they attempt it once they would not want to try it again.

The Vanburn Mill Company are prepared to cut more than in former years, and if they paid an export duty on the lumber they cut in our parish it would amount to at least $10,500, and that alone would pay our Minister of Customs salary ; furthermore, the above company never have paid any stumpage or export duty in our parish ; besides they are running the milling enterprises on our streams by driving labor out of our country. Our rising generation will curse the present political course of protection and well they may.

P. O. BYRAM.

THE CANADIAN LUMBER TRADE.

At the annual meeting of the shareholders of the Canadian Bank of Commerce, held at Toronto on the 18th, of last month, Mr. E. B. Walker, the general manager, reviewed the financial history of the year, pointing out how the value of money in Canada had been reduced through the forcing on the market of millions borrowed abroad by the Dominion Government and municipal corperations. Speaking of the lumber trade Mr. Walker said : "The winter operations were conducted under favorable circumstances, the lack of snow in the early winter, permitted extensive cutting, while sufficient snow fell later in the season in Canada although not in Michigan, to enable the logs to be readily drawn to water. Some fear existed in the early spring as to the sufficiency of water in the streams, but the recent rains have dispelled all doubt, and we are assured that in all lumber districts in Ontario there will be a plentiful supply of logs, the cost of labor expended on which will not exceed that in previous seasons.

The cut of logs in the Ottawa district is nearly twenty-five per cent. less than last year, but more square timber has been manufactured than in any season since 1882-83. The sawing season began early, and the actual manufacture, apart from square timber, will probably be greater than last year. Large sales of timber and deals have been made for the English market at an advance in prices, and this branch of the trade is in a distinctly good position.

Large contracts have also been made for lumber of medium and low grades for the United States and South American markets at a slight advance in prices, but this condition is hardly likely to be maintained.

In connection with our outlet of lumber in South America, we must bear in mind that shipments of magnificent lumber are being made from Puget Sound to Buenos Ayres, and strong competition for the ultimate possession of that market will be sure to take place. The southern pine, now thoroughly introduced into the Eastern United States markets, is brought into competition with our pine, to an extent which may sooner or later prove quite serious. For outside work it is not of much use, but for cheap interior building it is being used more and more every year. There is no fear that it can displace the finer northern pine except to a limited extent ; but the great power of lumber production in the Northern and Southern States, added to our own, makes the danger of overproduction greater and greater every year. It would probably be much in the interest of our lumbermen if they could be induced for a few years to limit their output, with a view to reducing the large and increasing stocks held in the various lumber markets.

It is to be hoped that the recent increase in the export duty on logs will be removed, even if we may not also hope for the entire removal of this duty.

The profits of manufacturers based on limits bought some years ago are still doubtless large, but this is not the case with limits bought at the recent high prices. It is, in fact, quite clear that the operations of some firms on limits recently acquired have been very disappointing."

MAINE CUT OF LOGS.

The cut of logs on the Penobscot River this season aggregates about 160,000,000 feet, which is some 20,000,000 less than the usual cut. The supply of logs in 1888 exceeded the demand and nearly every mill on the river carried over a large amount of logs. These with the 160,000,000 already secured will bring the average number of logs for the season's cut to about 180,000,000 feet. The St. John river, which has its source near the Penobscot, and upon which all operations are conducted by American capital and inside the Maine border, has the largest amount of logs of any river on the Atlantic slope. The cut on this river this season amounts to 250,000,000 feet. Under the Ashburton treaty these logs are sawed in the Provincial mills, and then admitted free of duty into the United States.

The Machias and Union Rivers, two small streams in Eastern Maine, will yield this season 37,000,000 feet. On the Kennebec this year the cut will fall short about one-fifth or about 25,000,000 feet short of the average, and may be reckoned at about 105,000,000 feet. The total amount of logs which came down the river in 1888 was 140,000,000 feet, the cut being 130,000,000. In the winter of 1886-7 the cut was 125,000,000 feet, and in addition there came down in the drive 40,000,000 of logs which had been hung up the previous season, bringing the total amount up to 160,000,000 feet. So far as can be ascertained there will be a deficiency in the output of manufactured lumber in the State that will reach 50,000,000 feet. The Androscoggin lumbermen cut their logs on the Umbago and Moosclucmaguntic lakes and the streams tributary to the Androscoggin in Maine and New Hampshire. The past winter cut in the woods is fully up to the average, and the total drive will amount to 75,500,000 feet of lumber. In addition to the above there will be about 17,000 cords of poplar for the pulp mills.

CASULTIES.

Robert Luffman had his right hand badly cut one day las week while working at the tie saw in the cedar mill, Deseronto.

Jas. Copland, while at work running the drag saw in Heath, Tait & Turnbull's mill, at Huntsville, had the misfortune to break his leg and dislocate his ankle by coming in forcible contact with a saw log. A sum of $50 was raised for him in a few minutes by the men in the mill.

At the Windsor mills, Richmond, Que., a man named Ponton got caught in the machinery and drawn under the saw, which entered his side and cut off both arms above the elbows, causing his death shortly afterwards.

NOTICE.

Weights and Measures.

TRADERS, manufacturers, and owners of Weights, Measures and Weighing Machines generally, are specially requested to read carefully the following instructions and act accordingly :

1. The Weights and Measures Act provides for a regular biennial inspection of all Weights and Measures used for trade purposes, as well as for *irregular* inspections of the same, which may be made at any time when deemed necessary by the inspector, and it also imposes a heavy penalty on any trader or other person who wilfully obstructs or impedes an Inspector or an Assistant Inspector in the performance of his duty under said Act, or who refuses to produce the whole of his Weights and Measures when called upon to do so by an Inspecting Officer.

2. Every trader, manufacturer and owner of Weights, Measures and Weighing Machines, when paying moneys to Inspectors or Assistant Inspectors of Weights and Measures for verification fees, is entitled to, and is specially requested to demand from the officer who makes the inspection, an official certificate ("Form O 6" *with the words* "Original for the Trader," *printed at the head thereof*) *properly filled out and stamped*, and also at same time to carefully ascertain whether or not the stamps attached to such certificate represent *exactly* in value the amount of cash paid. Traders are requested to bear in mind that certificates of verification are of *no value whatever* unless stamps covering the full amount of fees charged are attached.

3. Owners or holders of these official certificates are specially requested to keep them carefully for two years, and in order to secure their safe keeping it would be advisable to placard them in their place of business in the manner in which ordinary License certificates are done ; for it must be distinctly understood that all traders who are unable to produce their *properly stamped* certificates, when asked to do so by an Inspector or Assistant Inspector, may, in all probability, have to pay over again their verification fees.

E. MIALL,
Commissioner.

Department of Inland Revenue,
Ottawa, April 15th, 1889.

SITUATION WANTED.

As Time Keeper, Clerk or Book Keeper, in Lumber camp, by young man of five years experience as clerk and book keeper. To commence after Sept 1st. Best of references. Address, stating salary, etc.
F. STEVENS, Markdale, Ont.

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FORESTRY FOR CANADA.

By H. G. Joly de Lotbiniere.

The forest does not only supply the invaluable commodities of fuel and lumber, it exercises a great influence on the climate, and on agriculture. If science has not yet admitted that the presence of forests increases the rainfall (by condensation of vapour held in the atmosphere, owing to the lower temperature of the forest land, or by other means,) it is universally admitted that the forest regulates, throughout the year, the distribution of water in our streams, contributes to retain the moisture favorable to vegetation, retards evaporation, and checks the effects of drying winds.

Unfortunately, it is only after the forest is gone, that its value is truly appreciated, as in the South of France, Spain, Italy, Greece, and many other countries, once fertile, now barren and unproductive. The two great extremes, long drought and disastrous inundations, are due to the same cause, viz: the wholesale destruction of the forests, especially on the mountains, the birthplace of the streams. The soil of many a fertile valley is now hidden under a thick bed of sand, gravel and boulders (as we often see in Switzerland) brought down by torrents from the mountain slopes, where the trees which once retained the ground with their roots have been destroyed. The rain, instead of soaking gradually through the moss, vegetable mould and roots, and feeding, by degrees, the springs and streams, as it did, while the forest lived, rushes down to the valleys below, as it falls, as from the sides of a roof, in irresistible torrents, carrying with it the ground that nothing now retains on the steep mountain side.

It is most interesting to follow the work of re-afforesting carried on, principally in France, on the Landes for nearly a century, and on the barren mountain slopes, and to notice their beneficial results. The efforts of the "Ligue du Reboisement de l'Algeria" to repair the harm done in Algeria, by the burning of the forests on the slopes of the Atlas, deserve the warm sympathy of all those who can appreciate perseverance and devotion to the public good.

But the subject before us to-day, is "Forestry for Canada." It is difficult to awaken any interest in the question among us. We are apt to consider Forestry as a superfluity, here, as if our forests were inexhaustible. They would be so (saving accidents by fire) with judicious management and sufficient protection. The aim of Forestry is not, as many believe, to preserve trees for ever, or until they decay and fall. Quite the reverse; it is to select and cut down every tree ripe for the axe, making room for the young growth, and thereby insuring a continued reproduction and a steady revenue. As it is, we are not only spending our revenue, we are drawing largely every year upon our capital.

The pride of the Canadian forest, the white pine, is getting very scarce; the proportion of first class wood is decreasing year by year, while the distance from which it is brought is increasing. How many mill owners, who would have scorned sawing spruce logs a few years ago, are only too glad to get them now, and though spruce reproduces itself much more readily than pine, we can forsee the time when it will get very scarce, at the present rate of cutting.

The late James Little, of Montreal, who was the first to sound the alarm, deserves to be gratefully remembered by Canada. When every one treated our pine as if the supply were inexhaustible, he was the first to call attentlon to its rapid disappearance. His warnings were met, not only with indifference, but with ridicule. Now, the eyes of the most sceptical are opened, and they must admit that he was right; but is is sad to see them turn around now and affirm that it is no use devising means for the protection of our forests, because there is nothing left in them worth protecting. There is still a great deal left worth caring for and improving. It is late, but not too late.

The great American forester, F. B. Hough, in his Report to Congress, draws attention to the fact that: "although the "system of management of the Canadian forests is crude in its "provisions, and destitute of any policy tending to secure the "growth of new forests, it has one redeeming feature, as the "title to the land itself remains vested in the Government, and, "after the expiration of the first temporary leases, under which "the native timber is cut, it will be available for any course of "management that experience may suggest. This last consider- "ation prepares the way for any system of Forestry that the "wants and resources of the country may, in future, demand, "and, even without a system, the natural growth of a new "forest where the old one has been cut away, especially where "the spruce timber prevailed, is, in many places, bringing for- "ward a supply for future use, although much less effectually "than under proper care would be obtained."

Mr. Hough was right to assume that the forests of Canada belong to the Crown, as the proportion in private hands is comparatively insignificant. The Government holds them in trust for the people and is answerable for their good management.

It is a good sign to find in the Dominion Statute Book, 47 Vict., cap. 25, sect. 5, proof that the importance of preserving the forests on the Rocky Mountains is well understood. The Governor-General-in-Council is empowered to make provisions "for the preservation of forest trees on the crests and slopes "of the Rocky Mountains, and for the proper maintenance, "throughout the year, of the volume of water in the rivers and "streams which have their sources in such mountains."

In the absence of a regular system of Forestry, there are practical means of protecting our public forests which I will now review as briefly as possible.

First, and most important.—A careful *classification* of Public Lands, under two heads: Lands fit for agriculture, which alone ought to be open to settlement—lands unfit for agriculture, which ought to be carefully closed against settlement and kept in forest. The best timber lands, especially the pineries, are generally totally unfit for agriculture, it is a cruelty to decoy settlers there. How many hard working men have wasted the best part of their lives in trying to get a living out of such poor soil, and are tied down to it for want of means to move away with their families; the only result of their work being the ruin of a fine forest and their own ruin. The Quebec Legislature had enacted a wise law in 1883, the Timber Reserve Act, which, I regret to see, is on the point of being repealed. As to the relations between the settler and the lumberman, where there is good faith on both sides, those relations ought to be of the most friendly nature.

Secondly.—The Government ought not to force every year, thousands of square miles of timber limits on the market in advance of the legitimate requirements of the trade, and with the unavoidable result of glutting the European market. The Province is interested in the successful carrying on of the timber trade, as it provides the whole of the raw material which keeps the trade going and ought to get returns for the value of that raw material, proportionate to the earnings of the trade. It will not come amiss here to quote John Stuart Mill's opinion of the status of our timber trade, from his Principles of Political Economy: "The timber trade of "Canada is one example of an employment of capital, partak- "ing so much of the nature of a lottery, as to make it an "accredited opinion that, taking the adventurers in the ag- "gregate, there is more money lost by the trade than gained "by it, in other words, that the average rate of profit is less "than nothing." Even supposing the timber trade firmer now than when John Stuart Mill wrote, the Government is not justifiable in encouraging over-production, as it does, and it would appear wiser, not only for the sake of the forest, but for that of the Exchequer, if the Government kept the limits not actually required for the reasonable wants of the trade, so that the Province might hereafter benefit by the unavoidable rise in the price of those limits.

Thirdly.—Strict regulations as to the *minimum size* of logs allowed to be cut, and encouragement to convert trees into saw logs, instead of square timber, which wastes one-third of the tree in the squaring.

Fourthly.—Protection against fire which destroys more trees than the axe, precautions in lighting fires in the woods and in clearing lands by fire, for settlement; this last subject is closely connected with the question of the *classification* of lands and keeping of settlers from lands unfit for agriculture. Fires are more to be apprehended in pineries and among resinous trees, where the soil is very often unfit for agriculture, than among hardwood trees where the quality of the soil is muc better as a rule. Our Provincial Legislature is now considering a good measure calling on the lessees of timber limits to contribute one-half of the costs of protecting their limits against fires, the Province paying the other half. It is, I think, the law in Ontario.

Fifthly.—Export duty on saw logs—a most important question. Sir John Macdonald was asked, a few weeks ago, by an influential deputation of lumbermen to repeal the export duty on round logs. He reminded them that in 1886 that export duty had actually been increased at their own request, and told them that the Government would consider before all, the good of the country at large.

We are striving to increase the numbers of our people; we deplore the large emigration from Canada to the United States. Shall we encourage that emigration, by sending away the logs which feed our saw-mills, so that they may get sawn by our neighbours? The sawyer will follow the logs, and we shall drive away thousands of industrious men who will follow the raw material in which they find their work. True, we are offered by the United States free entry for our sawn lumber (or rather there is a talk of its being offered) if we repeal our export duty on logs. On the other side, we are threatened with an addition to the present import duty on sawn lumber, equal to the amount of our export duty on logs, if we persist in retaining it.

Very likely that threat will not be carried out; but whatever happens, unless we give up forever all considerations for the welfare of our own country, we must retain our export duty on logs, thereby protecting our forests and securing work for our own people.

CREATION OF NEW FORESTS.

It is difficult to compress within the narrow limits of one article all the branches of Forestry. After considering the preservation of existing forests, we cannot ignore the necessity for creating new ones, on the prairies of the North-West and our old settlements, denuded of trees, in the East.

As for the North-West, what we want, first of all, is *practical experience*. Many theories have been propounded to explain the absence of trees on the prairies, and Mr. A. T. Drummond, of Montreal, a zealous worker in the cause of Forestry, has written some very interesting essays on that subject.

No use dwelling on the benefits to accrue from the planting of trees on the North-West prairies. Let the Government make a beginning, by starting experimental Forestry stations, nurseries and plantations of trees, under the care of the Mounted Police, at everyone of their permanent headquarters. It will be an example to the settlers; the young trees raised from seed, at a nominal cost in the nurseries, can be given to them. The work will not interfere with the duties of the Mounted Police, and it will interest and improve the men, in every way. *Practical experience* will soon indicate what trees to select, where and how to sow and plant.

I would recommend the *Ash-leaved Maple*, (*Acer negundo*) to start with. The rapidity of its growth, its resistance to the drought, the value of its sap for sugar, which has been scientifically demonstrated by Doctor B. J. Harrington, in a series of experiments, the results of which have been communicated by him to the Royal Society of Canada, in a most interesting paper; all these recommend its culture as a starting point. With that tree, plant cotton-wood, poplar, willow, every kind of fast-growing tree, however inferior in quality, so as to start wind screens, behind which slower growing but more valuable trees can be cultivated, and fields of grain sheltered from the baneful effects of the drying winds.

If, in the absence of any serious attempts at forest tree culture in the North West, we are still puzzled how to proceed there, here, in the East, we know beforehand that we are bound to succeed, with proper judgment and care. We know that every soil here, whatever its nature, can grow some kind or other of tree, and that, in many instances, the intrinsic value of the tree is quite out of proportion with the value of the soil: pines on sandy soil; sugar maples on rocky hill sides; ash, on cold, wet soil; tamarac and cedar in swamps; white birch on the worst soil and under most unfavorable climate, and, of course, oak, elm, butternut, black birch, &c., &c., in good soil.

It appears logical to choose the most valuable of trees for a new plantation, when the nature of the soil admits of it, though we often see valueless willows and poplars planted on the best soil and even in gardens. I have tried the black walnut, which sells for a dollar a cubic foot, in Quebec—nearly the price of mahogany. Trees raised from the nut have given me nuts after twelve years growth, but, as my experiments do not extend over fourteen years, however satisfactory to myself, I cannot yet assert that the success is complete. Certainly it is very encouraging, and, I hope, will lead others to try the experiment, which is not an expensive one.

It is impossible to enter into the details of tree planting now, but there are two points which ought not to be overlooked: in our climate, experience shows that it is better to plant trees in the Spring, especially if the soil is in the slightest degree wet or even retentive of humidity, and consequently affected by the frost, and, secondly, it is useless to attempt tree culture *without good fences*, as cattle will destroy all the young trees. In fact, there are thousands of spots where the cultivation of the soil has been given up, which, in a few years, would be covered with a growth of self sown trees, if the cattle were only kept out by fences.

The results of Forestry are so far removed, and, at the same time, of such national importance, as to make it incumbent on the Government to encourage it by every means: experimental stations, especially in the North-West, in charge of the Mounted Police and the Indian Agents and teachers, nurseries of forest trees and gratuitous distributation of the same, rewards in land grants or exemption from taxation, encouraging the observance of Arbor Day, a School of Forestry, or, until that point can be reached, sending some well qualified young men to study Forestry in the French and German schools, and last but not least, educating the people, beginning with the children.

Teach, in all the schools, the elements of tree culture, joining practice with theory, whenever possible. No better way to develop in the child the qualities necessary to his success as a man. He will learn forethought, in choosing the proper season, the soil, the tree; care and patience, in digging up and transplanting that tree; perseverance in watching over it, watering it, supporting it, pruning it, cultivating the ground round it; unselfishness, in feeling that he works not only for himself, but that others will enjoy the fruits of his labour.

Jottings of a Trip over the Maritime Provinces.

By L. A. Morrison.

In some respects the provinces are about on a par. In both of them the lumbering up to 1870 cleared out the most of the good timber, so that the present lumbering operations are making a very thorough clean-up of all the timber and material, such as spruce, cedar, hemlock, birch. etc., and by the end of this century, or very early in the next, the lumbering business of both provinces will practically be at an end and the forests exhausted. This will be a serious matter in a number of ways :—

1). Lumber will have to be brought from Ontario and Quebec for necessary purposes of building and manufacturing.

2). A very considerable portion of the population now employed in lumbering, saw-milling, and shingle milling operations, will have to find remunerative employment in other lines of industry, or emigrate.

3). A considerable amount of invested capital and plant will become unremunerative to a very great extent, and therefore practically almost valueless.

4). Present and added capital and labor will have to seek employment in other and more permanent lines of industry, national development and usefulness.

If this were the only important industry of these provinces which was likely to assume such a condition as I have indicated, it would seem almost as if the disturbance in financial, mechanical or industrial aspects would soon rectify itself, but what I have indicated as likely to result in lumbering business has already taken place to some extent, in ship-building, shipping and fishing business. The first of these industries (ship-building) has been an important factor in financial and mechanical matters in both these provinces for sixty years past, and where twenty years ago it was nothing unusal to find fifty to one hundred vessels on the stocks each winter in the harbors of St. John and Portland, many of them of large proportions, during this present winter scarce a dozen were built, and these altogether fishing craft of no particular value or importance. The settlers along the East River, at New Glasgow, N. S., also tell of the river for miles being lined with vessels under construction each winter in years gone by, but this winter scarce a vessel is on the stocks over the whole range of the river, and these are only examples of every other ship-building place in the whole range of the ports and rivers of the provinces. This is the result of the unprofitableness of investment in wooden shipping, and the general dullness and scarcity of freights for this class of shipping, growing out of the partial decline of the lumbering and fishing interests, and the desire for rapid freight transit, which while it gives profitable employment to faster (iron) steamships, leaves much less to do for the old style coasting craft.

Many of the wealther men of Halifax, who have made their money to a large extent in shipping and commission business, have been putting it of late years into bank, loan and insurance stocks, and as a result, this little city has five chartered banks with a paid-up capital of four millions, beside three private bankers with a reported capital of a quarter of a million, and with loan-company insurance and other stocks, making a sum total of about eight or ten millions invested this way. This thing can be overdone. Banks serve a useful purpose, but are only a means to an end. In the development of the agricultural, mineral and mechanical industries, requirements and resources of a country, banking establishments have their legitimate place and sphere of usefulness. Their multiplication beyond the necessities of commerce retards rather than advances progress. To make them an end, practically defeats their purpose. It may serve the desire of investors in bank stocks and grant them a life of comparative indolence, but the industrial resources of a country are not developed, nor the wealth permanently increased, by investments in this way.

These provinces have within their borders, in practically unlimited abundance, all the natural materials required for the profitable permanent investment of all the brains, capital and labor they can command. There ought not to be a single pound of merchant iron or steel, pig, bar or plate, imported into this Dominion. It is the fault of the people of Nova Scotia that there is, because I do not believe that any one of a dozen sites in Pictou county in that province, can be excelled on the face of the earth for the location of a profitable puddling furnace for smelting iron, on account of the quality and apparently unlimited quantity of iron ore, limestone and coal, in immediate and convenient proximity to each other.

I consider it quite within the range of any intelligent mechanic to form a fairly correct estimate of the growth, extent and condition—past and present—of the mechanical appliances and development of any country by a visit to its machine shops.

Some of the larger manufacturing concerns in both provinces, have a fairly good equipment of tools for their work, modern in their build and capable of producing work up to a measure of similar tools anywhere in the same branch of industry, but the management of the shops, the placing of the tools, the convenient handling of the production, the system that takes the raw material in at one end of the shop and keeps it on the move until it passes out finished at the other end of the shop, seems to be lacking in every one of them. A good deal of hurry-scurry, carrying work back and forward more than is profitable or necessary, is done in all of them. Shops were evidently built piece by piece and little by little, as the necessities or demands of the business required the extension, so that in some of them, where a renumerative business is being done, even a fire would not be an unmixed evil, as it or any other radical cause that would result in a modern outfit and the adoption of improved methods and appliances would make the business interested much more profitable. If, however, what I have said of the best shops is true, then the condition of the ordinary jobbing machine shops can be easily understood.

Natural privileges are not always taken advantage of by our Eastern brethern any more than by ourselves. (1) *Light.* It is not a very expensive affair in any machine shop to keep the windows clean, nor does it cost a great deal to sweep down the walls once a year, and give them a coat of whitewash. It pays well to do it ; men can do better work, and more of it with better light. (2) *Order.* I do like in a machine shop to see a rack for the boreing bars, a box for nuts, a box for bolts, another for cap screws, a corner in which to put castings and short bars, shelves for castings, etc., in short, a place for everything, and everything in its place. I saw some machine shops in New Brunswick with piles of *debris* in every convenient place over the floor, with no evidence that there had been a straightening up in the shop since it was built, away back in the forties, and every one of these heaps representing from $25 to $500 in cash.

It is evident from the smallness of the staff and the general appearance of some of the shops, that a considerable portion of the machine business which ought to be done by the local men in the provinces, is done by the more progressive Ontario manufacturing concerns, who can bring the iron from Nova Scotia, pay five or six dollars a ton for coal, manufacture the raw material into tools, machinery, engines, boilers, etc., and pay a dollar per hundred weight of freight back into these provinces, and undersell local shops right in their own legitimate market. This ought not to be so. With abundance of raw material, with coal costing not over two dollars per ton ; with plenty of room to build commodious shops ; with first-class tools to be obtained and mechanical skill within easy reach, I do not hesitate to say that the manufacturing concerns of these provinces are in a far better natural position to supply goods to Ontario and other provinces, than Ontario and the other provinces are to supply manufactured goods to them.

THE OCCURRENCE OF FOREST FIRES IN MAINE AND NEW BRUNSWICK.

Those parts of the State and the adjoining provinces that are most subject to the action of forest fires are such as are covered by the growth of Pine, Spruce, Hemlock or Fir ; the first named tree being the most easily destroyed.

The nature of the soil on which Birch, Beech, Maple, and other hardwoods grow prevents fires from doing so much damage as they do in dryer localities. Through a growth of Hardwood fire runs in spring only, in general. At this time the ground contains much moisture, the wet resulting from the melting of the winter's snow having not yet entirely evaporated, and the small streams yet carry much water. After the small growth of broadleaved plants is fully developed, fires will only run to a very limited extent, while these are green.

The character of the soil, as well as that on the rock on which it rests, has much to do with the extent of forest fires. Sandy soils are especially favorable to their progress, such being largely the nature of the soil in Central New Brunswick. It has consequently been much devastated by fires. As regards the mineralogical structure of rocks, trap rocks, and feldspathic rocks in general, as well as those which we usually denominate granitic, are the ones most subject to forest fires, as these constitute extensive hill and mountain formations in Maine and New Brunswick, and as the soil resting on them is generally thin, and as they are compact and do not absorb much water, they are the first to feel the effects of drought and its usual accompaniment of forest fires.

The friable slates of the Upper Silurian, which in Maine and New Brunswick have a nearly vertical dip, hold water well and feel the effects of dry weather much less than the crystalline and compact rocks mentioned above. The truth of this statement is verified from the fact that the fertile belt of the upper St. John, which crosses Northern Maine, has suffered much less from fire than any other part of the State. Here the rock is of the last named geological period.

Moss is a great fire-carrier and will grow where hardly anything else will. In Maine and New Brunswich moss often occurs in great quantities in Spruce and Fir lands, while it avoids Hardwood growths. The moss among these former trees will, in dry weather, carry fire for days, and that only in a smoldering manner, liable to burst into a blaze at any time. Thus it often eludes notice, and while a party of men with switches can often arrest and completely extinguish fires running in Hardwood lands, when they once get under way among moss-surrounded Spruce trees, they are only to be conquered with the greatest difficulty, since you may think that you have succeeded in quenching, with water, every trace of fire in such a growth, and when you come back to the same spot two or three days after, find that fire, which you had taken such pains to put out, again bursting forth.

The causes of fires in Eastern forests are various sometimes, but rarely are they the result of lightning. Generally, however, they are caused by the carelessness of men, and could have been quenched by a little care and attention.

The genuine hunter, as well as the Indian, extinguish the fire before leaving their camping ground.

Lumbermen and river drivers are very frequently more careless, and if stringent laws could be enacted, whereby more attention would be required to be given to this very necessary subject, great destruction of valuable woods might often have been prevented. As regards river drivers, a law might be enacted whereby, on proof that a destructive fire had been caused by the carelessness of the men on a drive, the lumber being driven might be made chargeable with the damage resulting from such fire. Were this is the case, more attention would be paid by river drivers to the extinguishing of fires before leaving their camping grounds. This would be the more important, as the time usually occupied in river driving is one in which fires are most apt to occur.

In back settlements, especially where large forests are in near proximity, there should be a regular system of forest fire supervision established, and competent and paid men appointed to carry out such regulations for the prevention or extinguishment of fires in the woods as the circumstances of such places might necessitate. The subject of the prevention and extinction of forest fires is one which, as yet, has received but little effective attention anywhere in America, although the necessity of doing so is yearly becoming more and more manifest.

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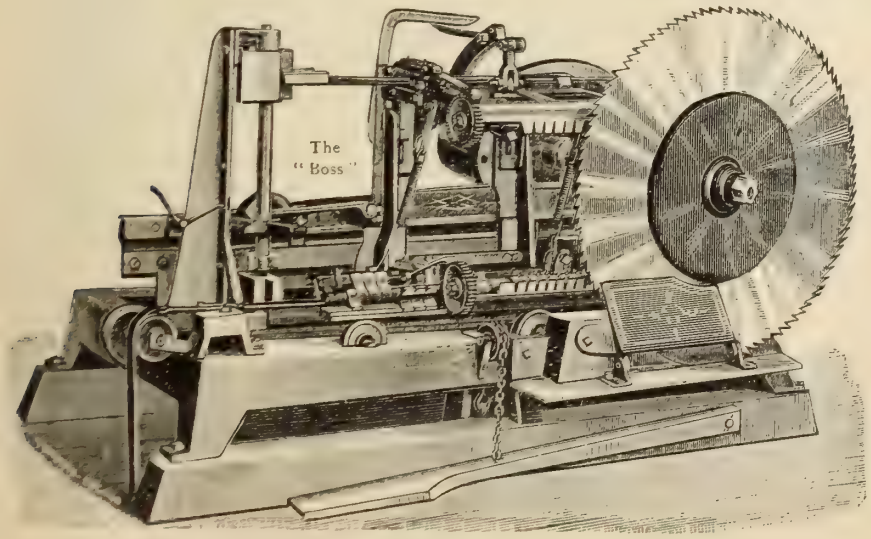

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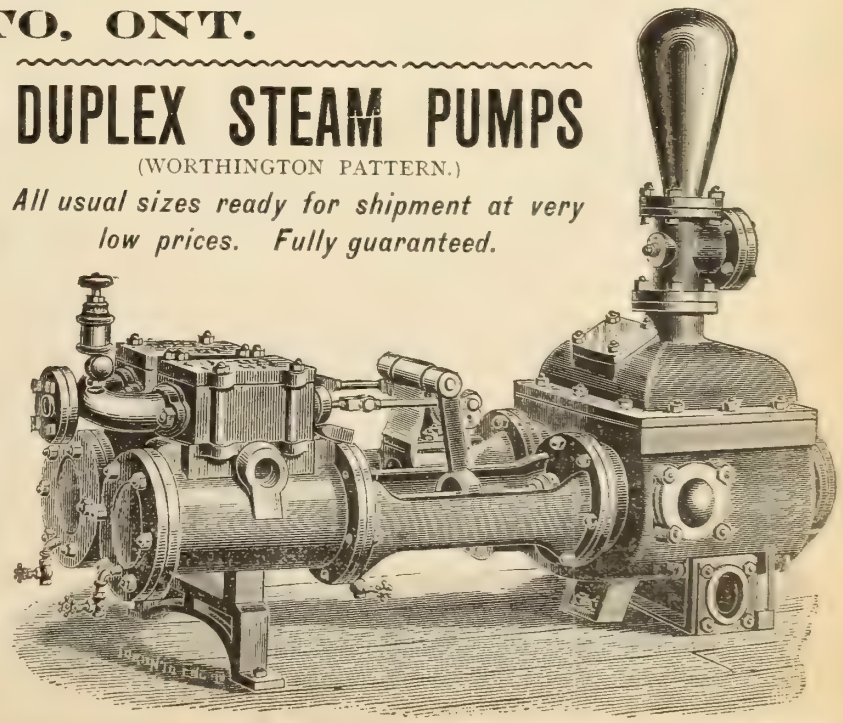

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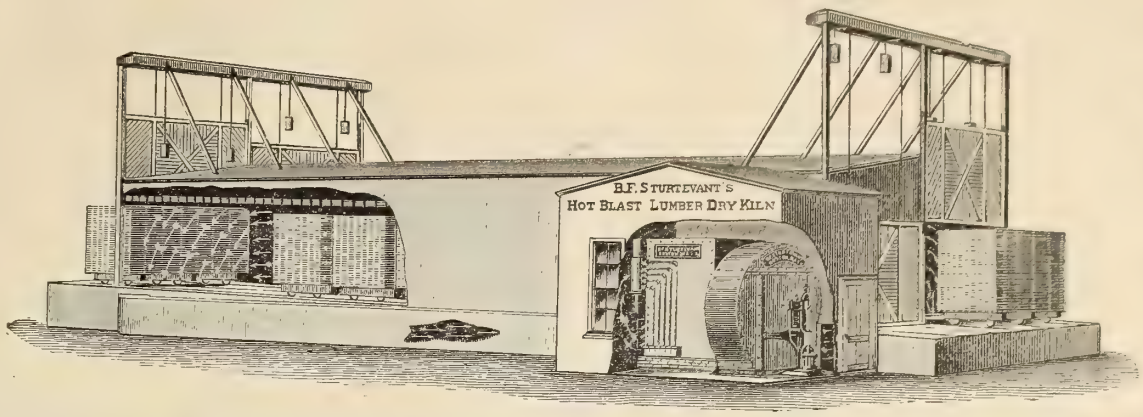

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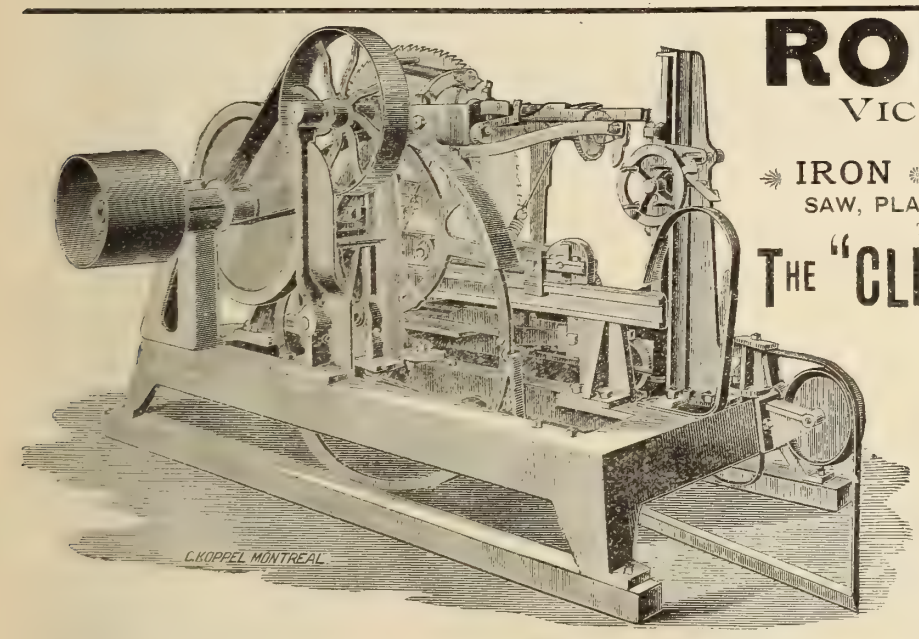

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Dear Sir:—The two Shingle Machines we got from you are doing good work. They are the best machines we have ever had anything to do with. They are both fast and do good work and give every satisfaction. We have no hesitation in recommending your machines to any person in want of a good shingle machine. Yours truly, THE LONGFORD LUMBER CO., WM. THOMSON, Pres.

To Whom it may Concern:—This is to certify that I consider Mr. Brammer's make of shingle Machines has no superior. I have used the first one he made of the kind called the "Clipper" and several more since. The firm of Heath, Tait & Turnbull, of Huntsville, recently sawed in one day of eleven hours, one hundred and three and a half thousand with two of the machines, and the average during the season has been over seventy-two thousand per day. A. TAIT.

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Toronto, Ont.

TORONTO, June 29th, 1889.

CAR OR CARGO LOTS.

1¼ and thicker clear picks, American inspection	$34 00@35 00
1¼ and thicker, three uppers, American inspection	40 00
1¼ and thicker, pickings, American inspection	30 00
1x10 & 12 dressing and better	20 00 22 00
1x10 & 12 mill run	15 00 16 00
1x10 & 12 dressing	16 00 18 00
1x10 & 12 common	12 00 13 00
1x10 & 12 spruce culls	10 00 11 00
1x10 & 12 mill culls	9 50 10 00
1 inch clear and picks	27 00 28 00
1 inch dressing and better	18 00 20 00
1 inch siding mill run	14 00 15 00
1 inch siding common	12 00 13 00
1 inch siding ship culls	10 00 11 00
1 inch siding mill culls	9 00
Cull scantling	8 50 9 00
1½ and thicker cutting up plank	22 00 25 00
1 inch strips 4in to 8in mill run	14 00 15 00
1 inch strips, common	11 00 12 00
1½ inch flooring	14 00 15 00
1½ inch flooring	14 00 15 00
XXX shingles, sawn	2 40 2 50
XX shingles, sawn	1 40 1 50
Lath, Sawn	1 80

YARD QUOTATIONS.

Mill cull boards & scantling	$10 00	Dressing stocks	16 00@20 00
Shipping cull boards, promiscuous widths	12 00	Picks Am. inspection	30 00
stocks	13 00	Three uppers, Am. inspect.	40 00
		B. M.	
Scantling & joist, up to 16 ft	13 00	1½-in. flooring, dres'd	25 00 30 00
" " 18 ft	14 00	1½ " " rough	18 00 20 00
" " 20 ft	15 00	1¼ " " dres'd	23 00 25 00
" " 22 ft	16 00	" " undres'd	14 00
" " 24 ft	17 00	" " dres'd	16 00 20 00
" " 26 ft	18 00	" " undres'd	12 00 14 00
" " 28 ft	19 00	Beaded sheeting, dressed	18 00 20 00
" " 30 ft	20 00	Clapboarding, dres'd	12 50
" " 32 ft	21 00	XXX sawn shingles per M	2 75 2 90
" " 34 ft	22 50@22 50	Sawn Lath	2 25
" " 36 ft	24 00	Red oak	20 00 25 00
" " 38 ft	27 00	White "	25 00 30 00
" 40 to 44 ft	30 00	Basswood, No. 1 & 2	18 00 20 00
Cutting up planks 1¼ and thicker dry	25 00 26 00	Cherry, No. 1 & 2	50 00 60 00
" board	18 00 20 00	White ash, 1 & 2	25 00 30 00
		Black ash, 1 & 2	20 00 25 00

Ottawa, Ont.

OTTAWA, June 29th, 1889.

Pine, 1st qual., ₱ M.	$35 00@40 00	Oak	$40 00@100 00
" 2nd "	22 00 25 00	Walnut	60 00 100 00
" shipping culls	14 00 16 00	Cherry	60 00 80 00
" 4th qual. deals	10 00 12 00	Butternut	22 00 40 00
" mill culls	8 00 10 00	Birch	15 00 25 00
Spruce, ₱ M.	10 00 12 00	Maple, hard	20 00 21 00
Hemlock	9 00 17 00	Daths	1 80 1 90
Ash	13 00 18 00	Shingles, "	3 00
Bass	12 00 20 00	" cedar	1 50 3 00

Hamilton, Ont.

HAMILTON, June 29th, 1889.

Mill cull boards and scantlings	$ 9 00@10 00	Dressing stocks	$16 00 18 00
Shipping cull boards promiscuous widths	10 00 12 00	1¼ flooring, rough	16 00 18 00
Shipping cull stocks	14 00	1½ flooring, rough	16 00 18 00
Scantling and joist up to 16 feet	14 00	1¼ flooring, dressed	25 00
do up to 18 feet	15 50	1½ flooring, dressed	32 00
do up to 20 feet	16 00	1 flooring, dressed	21 50 23 00
do up to 22 feet	17 00	Beaded sheeting 1	25 00 30 00
do up to 24 feet	18 00	Picks, Am inspection	32 00 34 00
do up to 26 feet	19 00	Three uppers Am. In.	40 00
do up to 28 feet	20 00	XXX sawn shingles	2 60 2 70
do up to 30 feet	21 00	Sawn Lath	2 25
Cutting up plank 1¼ and thicker dry	20 00 25 00	Red Oak	20 00 25 00
Cutting up boards	20 00	White Oak	25 00 30 00
		Basswood No. 1. & 2.	16 00 20 00
		Cherry No. 1 & 2	60 00 70 00
		White Ash No. 1 & 2.	25 00 30 00
		Black Ash No. 1 & 2.	20 00 25 00

St. John, N. B.

ST. JOHN, June, 29th, 1889.

Deals, Boards, Scantling, etc.

Spruce deals	$12 00	Spruce boards	12 00
Pine "	15 00	Pine "	12 00@40 00
Deal ends	6 00	Oak "	40 00
Scantling	10 00	Ash "	15 00@25 00
		Hemlock "	7 50

Shingles.

Spruce, extra	$3 50	No. 1	1 25
" clear	3 00	Pine	1 25
" No. 1 extra	2 25		

Clapboards.

Pine, extra	35 00	Spruce, extra	24 00
" clears	45 00	" clears	23 00
" 2d clears	35 00	" No. 1	15 00
		" No. 2	10 00

Flooring, Dressed.

6 in.	No. 1 12 00	4 in.	No. 1 12 00
"	No. 2 10 00	"	No. 2 10 00

Miscellaneous.

Staves	3 00@ 4 50	Laths	1 80
Heading 17 in. per pr.	04	Pickets	6 50@15 00
" 18 in.	04½	05½ Railway ties	
" 22 in.	04½	06	

Montreal, Que.

MONTREAL, June 29th, 1889.

Pine, 1st qual'y ₱ M	$35 00 40 00	Basswood, run of log culls out per M	$14 00 20 00
Pine, 2nd " "	20 00 30 00	Oak, per M	40 00 50 00
Pine, shipping culls ₱ M	13 00 16 00	Cherry, per M	65 00 80 00
Pine, 4th quality deals ₱ M	10 00 12 00	Walnut, per M	55 00 100 00
Pine, mill culls, ₱ M	8 00 10 00	Butternut, per M	22 00 40 00
Spruce, per M	10 00 12 00	Birch, per M	16 00 25 00
Hemlock, per M	9 00 17 00	Hard Maple, per M	20 00 22 00
Ash, run of log culls out per M	13 00 18 00	Lath, per M	1 80 1 90
		Shingles, 1st, per M	2 00 3 25
		Shingles, 2nd, per M	1 25 2 00

Saginaw, Mich.

SAGINAW, June 29th, 1889

CARGO LOTS.

Uppers	36 00@38 00	Norway	8 50@10 00
Common	16 00 21 00	Box	11 00 11 50
Shipping Culls	9 00 11 00	Straight measure	12 50 20 00
Mill Culls		Hemlock	7 50 8 00

YARD QUOTATIONS CAR LOTS DRY.

Drop Siding.

Clear, ⅞ in	42 00	C, ⅞ in	30 00
A	38 00	D	19 00
B	36 00		

Flooring and Siding Dressed.

Flooring, clear, d & m	40 00	Siding, clear, ½ in.	22 00
No. 1	33 00	A	23 00
No. 2	30 00	B	17 00
No. 3	20 00	C	14 00
No. 4	13 00	D	12 00

Finishing Lumber rough.

Three uppers, 1 in.	42 00@44 00	Fine common, 1 in.	32 00@32 00
1¼ & 1½	44 00 46 00	1¼ & 2 in.	33 00
Selects, 1 in.	36 00 37 00	C, 7, 8 & 9 in.	25 00
1¼ & 2 in.	38 00	Base, 2 to 9 in. No. 1	40 00
		No. 2	30 00
		No. 3	20 00
		Coffin boards 16 in. and over	18 00

Joist, Scantling and Timber.

12 to 18 feet	10 00	22 feet	12 00
20 feet	11 00	24 feet	13 00

Plank and timber, 12 inches wide, $1 extra.

Wide Select and Common Rough.

C (No. 1 com.) 13in. and up	28 00	D (common) 14 in. and up	16 00

Lath, Shingles and Pickets.

Lath, No. 1	1 50	Country brands XXX	3 25@ 3 35
No. 1	1 00	Clear butts	2 25 2 35
Shingles, river brands		P'kts, 2 to 2½ in rough	12 00 13 00
XXX	3 40@ 3 50	Dressed	20 00
Clear butts	2 40 2 50	1¼ in. square, dressed	14 00 19 00

New York City.

NEW YORK, June 29th, 1889.

Black Walnut.

⅝ in., all clear	$78 00@ 82 00	Culls, 1 inch	$35 00@ 36 00
1 and 1¼ inches	90 00 93 00	Culls, thick	36 00 38 00
1½ and thicker	100 00 105 00	Counter tops, 18 in. and over	110 00 150 00
Rejects	52 00 55 00		

Poplar, or White Wood.

⅝ in. 10 inches and over	25 00@26 00	1 inch, 8 in. and over	31 50 32 00
¾ in. coffin boards	29 00 30 00	2½ and thicker	33 50 34 50
1 inch, 10 inch and over	32 50 33 00	Common 1 to 2 inch	24 00 25 00
		Saps, 1 inch & thicker	25 00 27 00
		Culls, all thickness	16 00 18 00

Ash.

1 inch, white	37 00@ 39 00	Strips, clear	26 00@ 27 00
1¼ to 2 inch	38 00 39 00	Black ash, good	26 00 30 00
2½ to 4 inch	40 00 41 00	Black ash, culls	10 00 12 00

Oak.

1 inch plain sawed,	37 00@ 39 00	5 inches and over	48 00@ 50 00
1¼ to 2 inch	38 00 39 00	Thicker	49 00 51 00
Thicker	40 00 41 00	Strips under 6 in.	38 00 40 00
Quarter-sawed, white, all clear, 6-			

Cherry

⅝ in., white & clear	65 00@ 70 00	2½ and thicker	90 00@100 00
1 inch	78 00 80 00	Counter tops, 18 in. and over	110 00 115 00
1 inch strips	43 00 45 00	Culls, all thickness	18 00 20 00
1¼ to 2 inch	80 00 85 00		

Miscellaneous.

Chestnut, clear	33 00@ 35 00	Hickory, old growth	50 00 55 00
Chestnut common	20 00 23 00	Hickory, 2nd growth	65 00 70 00
Basswood white	30 00 32 00	Elm	20 00 22 00
Basswood common	20 00 23 00	Sycamore	24 00 27 00
Maple, clear	30 00 32 00	Sycamore quartered	35 00 40 00
Birch, clear	32 00 36 00	Gum	36 00 40 00
Birch, 1s and 2s	26 00 30 00	Butternut	45 00 50 00
Cottonwood	20 00 22 00		

Oswego, N. Y.

OSWEGO, June 29th, 1889.

Three uppers, 1¼, 1½ & 2 inch	$45 00@46 00
Pickings, 1¼, 1½ & 2 in	35 00 36 00
No. 1 cutting up, 1¼, 1½ & 2in	31 00 32 00
No. 2 cutting up, 1¼, 1½ & 2in	20 00 22 00
1 in strips, 4 to 8 wide, selected for moulding strips, 14 to 16 ft	31 00 33 00
1x6 selected for clapboards	32 00 34 00

Siding.

1 in siding, cutting up piks & uppers	32 00@39 00	1¼ in selected	35 00@42 00
1 in dressing	19 00@21 00	1¼ in dressing	17 00 19 00
1 in No. 1 culls	15 00@16 00	1¼ in No. 1 culls	15 00 16 00
1 in No. 2 culls	13 00@14 00	1¼ in No. 2 culls	13 00 14 00

1x12 Inch.

12 & 16 ft, mill run	20 00 23 00
10 & 16 ft, No. 1 &2, barn boards	17 00 18 00
12 & 16 ft, dressing and better	26 00 30 00
12 & 16 ft, No 2 culls	15 00

1x10 Inch.

12 & 13 ft, mill run, mill culls out	20 00 22 00
12 & 13 ft, dressing and better	25 00 27 00
12 & 13 ft, No 1 culls	16 00 17 00
12 & 13 ft, No 2 culls	14 00 15 00
14 to 16 ft, mill run mill culls out	20 00 22 00
14 to 16 ft, dressing and better	25 00 27 00
14 to 16 ft, No. 1 culls	16 00 17 00
14 to 16 ft, No. 2 culls	14 00 15 10

1 1-4x10 Inches.

Mill run, mill culls out	20 00@23 00	No. 1 culls	16 00@17 00
Dressing and better	25 00 30 00	No. 2 culls	14 00 15 00

1x4 Inches.

Mill run, mill culls out	17 00@19 00	No. 1 culls	13 00@14 00
Dressing and better	23 00 27 00	No. 2 culls	11 00 12 00

1x5 Inches.

6 7 or 8, mill run, mill culls out	19 00@21 00	6, 7 or 8, No. 1 culls	15 00@16 00
6, 7 or 8, drsg & better	24 00 28 00	6, 7 or 8, No. 2 culls	13 00 14 00

Shingles.

XXX, 18 in pine	3 80@4 00	XXX, 18 in cedar	3 40@3 70
Clear butts, pine, 18 in.	2 80 3 00	Clear butt, 18 in cedar	2 40 2 70
XXX, 16 in pine	3 15 3 30	XX, 18 in cedar	2 10 2 40
Stocks cedars, 5 or 6 in.	5 50		

Pickets.

No. 1, 1¼x1¼	15 00	No. 2, 1x3	9 00 10 00
No. 1, 1x3	20 00		

Lath.

No. 1. 1¼	1 90	No. 2, 1 1-4	1 75
No. 1, 4-4	1 50		

Albany, N. Y.

ALBANY, June 29th, 1889.

Hemlock.

Boards, 10 in., each	13½	Joist, 2½x4	13
Joist, 4x6	33	Wall strips, 2x4	10

Pine.

2½ in. and up, good	$58 00@60 00	10 in boards dressing and better	$30 00@34 00
4ths	53 00 55 00	Selects	48 00 50 00
Common	16 00 22 00	Pickings	43 00 45 00
12 in. boards dressing and better	32 00 36 00	1¼ to 2 in., good	50 00 55 00
Common	16 00 22 00	4ths	45 00 52 00
1¼ in. siding, selected		Select	40 00 45 00
13 ft	43 00 45 00	Pickings	35 00 40 00
Common	16 00 21 00	1 in., good	50 00 55 00
1 in. siding selected	43 00 45 00	4ths	45 00 48 00
Common	14 00 19 00	Select	40 00 43 00
Norway, select	24 00 26 00	Pickings	35 00 38 00
Common	12 00 16 00	Cutting up, 1 to 2 in.	30 00 35 00
10 in. plk. 13 ft. dressing and better, each	45@50	Bracket plank	32 00 36 00
Culls	23 25	Shelving boards, 12 in. and up	28 00 32 00
10 in. boards, 13 ft., dress, & better each	28 33	Dressing bds. narrow	20 00 22 00
Culls	17 22	Sapping boards	16 00 18 00
		Box boards	13 00 15 00

Buffalo and Tonawanda, N. Y.

BUFFALO, June 29th, 1889.

Norway

Clear, 1 to 2 in. all width	23 00	Common, 1 to 2 in. all widths	12 50@15 00
Dressing, 1 to 2 in. all widths	16 00@20 00	4x4, 5x5, 6x6 turning	22 00
		4x4, 5x5, 6x6 common	16 00

White Pine Rough.

Uppers, 1 in.	$44 00@45 00	Shelving, No. 1, 13 in. and up	29 00
1¼, 1½ and 2 in.	44 00 46 00	No. 2, 13 in. & up	22 00 24 00
2½, 3 and 4 in.	54 00 55 00	Fine common, 1 in.	30 00
Selects, 1 in.	38 00 40 00	1¼, 1½ and 2 in.	30 00 33 00
1¼, 1½ and 2 in.	37 00 40 00	Common, 1 in.	16 00 19 00
2½, 3 and 4 in.	44 00 45 00	1¼ and 1½ in.	17 00 20 00
Cuts, No. 1, 1 in.	27 00 29 00	2 in.	20 00 22 00
1¼, 1½ and 2 in.	32 00 33 00	Coffin boards	16 00 19 00
2½, 3 and 4 in.	37 00 39 00	Box, 1 in.	13 50
No. 2, 1 in.	17 00 19 00	1¼ in. & thicker	13 50
1¼, 1½ and 2 in.	21 00 22 00	A stocks, 1x10	27 00
Moulding, 1 in.	27 00 30 00	1x12	28 00
1¼, 1½ and 2 in.	30 00 33 00	B stocks, 1x6 to 16	17 50
Siding strips, 1 in.	38 00	C stocks, 1x6 to 16	13 50

Shingles

XXX, 18-in, sawed	3 70	Thick cut (trade mark) 16 in per square	2 50
XX, 18-in, sawed clear butts	2 70	X cut	2 25
X, 18-in, sawed	1 80	XXX cut	1 10
XXX, 16-in "	3 40	X cut	50
XX, 16-in " clear butts	2 40	No 2 cut	1 25
No. 2, 16-in "	90	Short cut	5 00
Thick cut	3 20	Square end, per thousand	5 00
XXX cut	3 00	Octagon or pointed end	5 25
X cut	1 50	Scalloped or round end	5 25
No. 2 cut	65	Other shapes made to order	5 25

Boston, Mass.

BOSTON, June 29th, 1889.

Western Pine—by car load.

Uppers, 1 in	$48 00@50 00	Fine com., 3 & 4 in	42 00@46 00
1¼, 1½ & 2 in	48 00 50 00	No 2, 1 in. Fine com.	28 00 30 00
3 & 4 in	55 00 60 00	1¼, 1½ & 2 in	29 00 31 00
Selects, 1 in	42 00 43 00	No. 1 strips, 4 to 6 in	40 00 43 00
1¼, 1½ & 2in	43 00 45 00	No. 2	35 00 37 00
3 & 4 in	45 00 50 00	No. 3	24 00 26 00
Moulding boards, 7 to 11 inch clear	36 00 41 00	Cut ups, 1 to 2 in	24 00 30 00
60 per cent clear	35 00 38 00	Coffin boards	19 00 22 00
Fine common 1 inch	37 00 38 00	Common all widths	20 00 21 00
1¼, 1½ & 2 inch	38 00 40 00	Shipping culls	15 00 16 50

Eastern Pine—Cargo or Car Load.

Nos. 1, 2 & 3	40 00@43 00	Clapboards, 4 ft., sap clear	40 00 45 00
4	28 00 30 00	Sap, 2nd clear	33 00 35 00
5	23 00 26 00	Heart extra	50 00 55 00
Ship'g bds & coarse	16 00	Heart clear	45 00 50 00
Refuse	12 00		
West'rn pine clapbds 4 ft. sap extra	45 00 50 00		

Spruce—by Cargo.

Scantling and plank, random cargoes	12 00@12 50	Coarse, rough	10 00 11 50
Yard orders, ordinary sizes	13 00 14 00	Hemlock bds., rough	9 50 10 00
Yard orders, extra sizes	14 00 15 00	" " dressed	12 00 12 50
Clear floor boards	19 00	Clapbds., extra, 4 ft.	34 00
No. 2	16 00	Clear, 4 ft.	30 00
		Second clear	25 00
		No. 1	10 00 14 00

Lath.

Spruce	1 75@ 1 90

Shingles.

Spruce	1 25@1 50	Cedar, sawed, extra	3 50
Pine, 18 in. extra	4 00 4 25	Clear	3 00
Pine, No. 1	3 00 3 15	Extra, No. 1	2 50
		Cypress, No. 1, 18 in.	5 00

Burlington, Vt.

BURLINGTON, June 29th, 1889.

Canada Pine Sidings—1x8 in. and up, 12 to 16 ft. D 2 or 4 S.

Select & shelving	$46 00	Finish	$37 00@38 00
Pickings	37 00	Dressing	27 00@28 00
Pickings & better	40 00@42 00	Common	20 00@21 00

Canada Pine Stock—1x10 in. 12 to 16 ft. D 2 or 4 S.

Selects (clear)	55 00	Pickings & better	44 00
1st shelving	42 00	As run, common out	28 00@30 00
2d	39 00	No. 1 barn boards	25 00
3d	30 00@31 00	Common	21 00
Pickings	38 00		

Canada Pine Stock—1x12 in. 12 to 16 ft. D 2 or 4 S.

Selects (clear)	57 00	Pickings & better	40 00
1st shelving	47 00	As run, common out	33 00
2d	41 00	No. 1 barn boards	26 00
3d	32 00	Common	21 00@22 00
Pickings	38 00		

Canada Pine Stock—14 in. 12 to 16 ft. D 2 or 4 S.

Pickings & better	45 00	3d shelving	33 00
As run, common out	33 00	Common	22 00

Canada Pine Short Boards—1x8 in. & up, 11 ft. & under, D 2 S or R.

Pickings & better	33 00@35 00	Dressing & common, d 2 s or d 2 s & m	20 00@21 00
As run, common out	30 00	Common	18 00 20 00

Canada Pine Sheathing, D. M. & B—1 in. 4 to 7 in. 5 in. & up C B ⅞ in.

1st quality, 12 to 16 ft.	46 00	1st & 2d quality, 9 to 11 ft.	33 00
2d	36 00@37 00	7 & 8 ft.	34 00
3d	27 00	3d quality, 11 ft. & under	22 00
4th (selected common)	22 00	4th	18 00

Canada (Quebec) Spruce—1 and 1¼ in. 4 to 10 in. D 2 S and M.

Clear, 10 to 16 ft	32 00	No 2, 10 to 16 ft.	15 00@16 00
No. 1	22 00		

Above prices delivered on a rate of $30 per car load.

A. ALLAN, President. J. O. GRAVEL, Secretary-Treasurer. F. SCHOLES, Managing Director.

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OF MONTREAL

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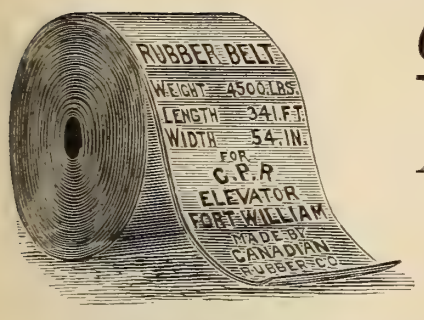

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SAW MILL, MILL SITE, PILING GROUNDS, ETC.

Having decided to retire from the wholesale manufacture and sale of Lumber and Timber in order to devote more time and attention to the other branches of our manufacturing business at Hull we shall offer for sale

BY PUBLIC AUCTION

—AT THE—

Russell House, Ottawa

—ON—

Wednesday, August 14th, 1889

At 2 o'clock p. m.

Unless Previously Disposed of by Private Sale.

Our valuable

TIMBER LIMITS

comprising about 1,377 square miles, more or less, together with all

Improvements, Depots, Farms, Buildings, Supplies, Plant, Rigging, etc.

The LIMITS will be offered as nearly as possible in the under mentioned parcels :—

1. **TEMISCAMINGUE** Berths 437, 169, 118, say 125 square miles.
2. **FORT EDDY** Berths 207 8, 211-12-13-14, say 274 square miles.
3. **MAGNISSIPPI** Berths 216-17-18-19, say 156 square miles.
4. **KIPPEWA** Berths 401, 423, 469, say 109 square miles.
5. **LOWER DUMOINE** Berths 209-10, 215, say 71½ square miles.
6. **UPPER DUMOINE** Berths 387, 390-1-2, say 200 square miles.
7. **BLACK RIVER** Berths 394-5, say 100 square miles.
8. **COULONGE** Berth 220, say 50 square miles.
9. **MADAWASKA** Berths 87,8, 104,5, 174, 176, say 180 square miles.
10. **TOWNSHIP OF NIGHTINGALE** Berth 167, say 15½ square miles, together with the unrestricted right, free from all stumpage charges and crown dues till the 15th March, 1892, to cut the pine on the whole of the **Township of Clyde** and that portion of the **Township of Eyre** falling towards the Madawaska River 110 square miles, with benefit of extension of said right for a further period of five years from the 15th March, 1892, at an annual rental thereafter of $800,00.

ALSO OUR LARGE WATER POWER SAW MILL, SPLITTER MILL AND FILING ROOM AT HULL

with the Water and Pondage privileges, Dams, Bulkheads, etc., etc., used with the same. Fully equipped and in first-class order; cutting capacity thirty-five to forty millions per season, day watch; full complement of

LATH, PICKET AND SHINGLE MACHINERY.

Together with **LUMBER YARD "No. 5"** and the **"POINT" YARD**, being sufficient piling grounds for the said mills. These yards are well equipped with all necessary **TRAMWAYS, ENGINES AND CARS, SLIDES, DOCKS, &c** are second to none in Canada and are convenient and contiguous to the Mill property.

Also, their valuable **STEAM MILL SITE AT NEPEAN, ONT., 3 MILES DISTANT FROM OTTAWA, COMPRISING 72 ACRES**, with brick chimney, boilers, foundations, walls of buildings, etc., etc., with piers, booms, and boomage capacity for **50 M. LOGS.**

The terms and conditions of the sale will be made known at the time of sale or further and fuller particulars can be had on application to the Proprietors.

THE

E. B. EDDY MAN'F. CO.

(LIMITED)

HULL, CANADA.

Or to

GORMULLY & SINCLAIR,
Vendors' Solicitors, Ottawa.

April 3rd, 1889.

MACHINERY FOR SALE

List of WATER WHEELS for sale by H. W. PETRIE, Brantford and Toronto.

ONE 6 inch Turbine, Goldie & McCulloch Builders.
ONE 6 inch Tyler.
ONE 60 inch Sclater.
ONE 48 inch Lefell.
ONE 48 inch Tyler in Scroll case.
ONE 48 inch Sclater.
ONE 45 inch Improved Turbine Water Wheel.
ONE 42 inch Sampson Turbine.
PAIR of Sampson Turbine Wheels, 42 inch run together
TWO 4 inch Leffels.
ONE 36 inch Sclater.
ONE 35 inch Leffel.
ONE 33 inch Little Giant.
ONE 3½ inch Leffel.
ONE 3 inch Burnham.
ONE 26 inch Leffel.
ONE 24 inch Leffel.
ONE 20 inch Leffel.
ONE 21 inch Little Giant.
ONE 17½ inch Leffel.
ONE 15 inch Archimedian in Globe Case.
ONE 12 inch Little Giant.
ONE 10 inch Leffel, all brass, Springfield Ohio make.
WATER WHEEL GOVERNOR. Galt make.
Full particulars regarding any of the above wheels, sent on application, Address H. W. PETRIE, Brantford.

List of WOOD-WORKING MACHINES for sale by H. W. PETRIE Brantford, branch 6 Yonge St. Toronto.

ONE 24 inch Surface Planer, Rogers maker.
THREE side Moulder, Rogers make, Connecticut.
BROOM Handle Lath with wood frame, cheap.
NEW No. 2 three side molder, Galt make.
SHINGLE JOINTERS 3, 4 and 6 knives.
SAW ARBORS all sizes, Galt make.
FOOT Wiring Machine, Galt make.
ONE 12 inch Diagonal Buzz Planer.
ONE Automatic Handle Lathe.
NEW 30 inch Band Saw, Galt make.
NEW Dovetailing Machine, Tyrell's patent.
ONE Set of Hop Machines, American make.
ONE Hub Turning Lathe.
BROOM Handle Lathe, Lockport, N. Y. make.
MATCHER, Kennedy & Sons make, Owen Sound.
ONE Doherty Swing Shingle Machine.
ONE car load of new Wood-working Machinery Galt make.
ONE Laws Patent Swing Shingle Machine.
GOLDIE & McCULLOCH Stave cutter, set Equalizing saws, &c.
NO. 2 three side Molding Machine, Galt make.
SET of Box Nailing Machines.
UPRIGHT SHAPER, Galt make.
ONE Gauge Lathe, Bailey make.
ONE Planing Machine Knife Grinder.
ONE Blanchard Spoke Lathe, Fay & Co. make
ONE New Axe handle Lathe.
POWER MORTICER, Goldie & McCulloch makers.
ONE set of Spoke Machines, Foy & Co. make.
ONE Smallwood Shingle machine, Waterous make.
4 POLE Road Cars.
ONE Self Feed lath Machine, Waterous make.
ONE set of Box Nailing Machines.
NEW Gang Lath Machine.
Sand Paperers new and second hand.
ONE Saw Mill Head Block, Galt make.
ONE Fairbanks Timber Gauge.
HEADING TURNER, Goldie & McCulloch.
ONE Shingle Edger with Frame Work.
ONE Power Scroll Saw.
TWO Self Acting Shingle Machines, Quebec make.
TWO Shingle Packers all Iron.
POWER MORTICER with Boring Attachment.
DOUBLE Cope Tenoning Machine, Dundas make.
WOOD Turning Lathes Several Sizes.
Drag Saw Machine, Goldie & McCulloch.
POWER MORTICER, Galt make.
NEW Blind Slat Tenoner, Galt make
NO. 4 Cant Gourlay, Planer and Matcher.
24 inch Pony Planer, Cowan make.
ONE 24 inch Planer and Matcher, Dundas make
PLANER and Matcher, Michaels make, Detroit.
NEW Eclipse Planer and Matcher, Galt make.
ONE No. 5 Planer and Matcher, Galt make.
NEW Pony Planers and Matchers only $175.

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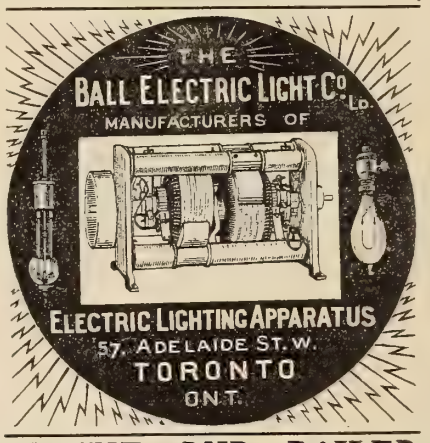

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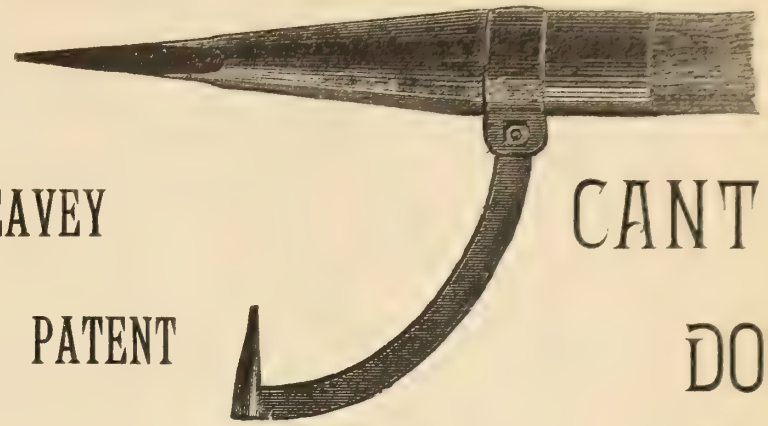

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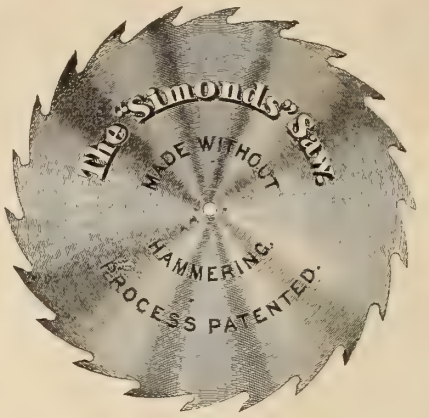

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THE CANADA LUMBERMAN.

VOLUME IX. NUMBER 8. PETERBOROUGH, ONT., AUGUST, 1889. TERMS, $1.00 PER YEAR. SINGLE COPIES, 10 CENTS

THE CANADA LUMBERMAN

PUBLISHED MONTHLY BY

ARTHUR G. MORTIMER,

OFFICE: SIMCOE STREET, PETERBOROUGH, ONTARIO.

TERMS OF SUBSCRIPTION:

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THE CANADA LUMBERMAN is published in the interest of the lumber trade and of allied industries throughout the Dominion being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion of them by others.

Especial pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world so as to afford to the trade in Canada information upon which it can rely in its operations.

Special correspondents in localities of importance present accurate report not only of prices and the condition of the market but, also of other matters specially interesting to our readers. But correspondence is not only welcome but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way effecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the truth. Any items of interest are particularly requested for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN with its special class of readers is not only an exceptionally good medium for securing publicity but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to WANTED" and FOR SALE" advertisements which will be inserted in a conspicious position at the uniform price of ten cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for three successive issues or longer.

Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade or specially interested in it, who should not be on our list thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

ANOTHER new method of utilizing sawdust has recently come to light in the Ottawa district. At Deseronto bricks are now being made of sawdust and are known as the terra cotta brick. The bricks composing the flooring of the printing bureau at Ottawa are of this kind. The flooring is all arched, and the planking laid on the top. The sawdust bricks are very light and are porous.

TAKING the trade and navigation returns for 1888 it appears that no distinction as to quality is made under the heading of dutiable lumber imported from the United States into Canada, which, however, in value only reached $90,723, upon which $18,164 was collected as duty. On the free list, lumber and timber, plank and boards, sawed, not shaped, planed and otherwise manufactured, of boxwood, cherry, chestnut, gum, hickory, whitewood, there was imported 1,986,000 feet; mahogany, 1,750 feet; oak, 3,744,000 feet; pitch pine, 3,490,000 feet; walnut, 5,714,000 feet, and other woods 470,000 feet.

THE lumber trade at Ottawa has assumed large proportions and is constantly increasing. At this time of the year the Ottawa district is a veritable hive of industry. The driving and sorting of logs, the hum of a score or more of mills, the loading of cars and steamers all tend to give it a busy appearance. Ottawa lumbermen carried over 150,000,000 feet last winter, which is a larger amount than has been wintered for many years, very little of which is now in first hands. Most of the operators have been very lucky in making contracts for this season's cut, and from what we can ascertain they have no reason to complain in regard to prices. Export orders are rapidly going forward, and considerable is going to the States. Many of the mills are being pushed for all they are worth and the season's cut will be a large one. It is estimated that the cut of the different mills will aggregate about 702,000,000 feet. In order to carry stock for all year shipment the mill men are taking up piling ground several miles distant from the mills.

The proposition made to Washington by the government meets with the hearty approval of most of the lumbermen of Canada, as the reciprocity in lumber would not only enable them to dispose of a grade of lumber, which the duty now prevents their shipping to advantage to the United States, but would open a market for a grade that is at present not being cut. It would give an impetus to the manufacture of spruce lumber, which cannot now with profit be sent to the United States. Judging from the tone of the American journals, the lumbermen are anything but pleased with the idea of reciprocity in lumber, knowing full well that they cannot compete with Canada. They clamored for a reduction of the duty, and now they have got it they are not happy. They want the "whole hog" or nothing. We never for a moment supposed that they would be satisfied with the reduction. What they want is our logs admitted free of duty and a tariff on Canadian lumber high enough to keep it from coming into competition with them in their own markets. There is nothing selfish in that!

THE Dominion commissioner, who recently visited South America with a view to inquiring into the possibility of extending trade relations between Canada, Brazil, the Argentine Republic and Uruguay, reports that last year the Argentine Republic used 212,000,000 feet of lumber. Of this quanity he says, Canada only supplied 34,000,000; whereas, if this trade were cultivated by Canadians to the extent of their capacity, a very much larger portion of the busjness could be done by the Dominion, as a large amount of spruce and pine lumber, he says, which was shipped from the United States to the Republic was first purchased in Canada, shipped thence to the United States, and there re-shipped to ports in Argentine. Of the lumber sent to the Republic from Canada last year, nearly the whole of it was sent from ports on the St. Lawrence, New Brunswick and Nova Scota sending very little, although they are so situated and supplied with the raw material as to be able to participate in this trade to a very much larger extent than they are doing at present, if the business was looked after.

THE demand for square timber is improving and prices are looking up. It is now a settled fact, that so far as Canada is concerned, the mill men will have an abundant supply of logs, and with a steady demand at fair prices they are assured of a good season's business. Nothwithstanding all that has been said in regard to the increase of the tariff on box shooks going into the United States, Messrs. Barnes & Co., of Ottawa, manufacturers of box shooks, are running their mill night and day, and are kept busy filling their orders. The reduction of the export duty on logs, and the proposition of the Canadian Government to abolish the import and export duties on lumber providing the Washington authorities reciprocate, has created a better feeling in the trade, and lumbermen are more hopeful of the future. The proposal of the government to open up extensive commercial relations between Australia, South America and the West Indies is a movement of great importance. The West Indies offers a promising field for a greatly extended trade, and the same may be said of Australia. We already have a growing trade with China and Japan via the Canadian Pacific Railway, and we see no just reason why the government should not make an effort to build up a profitable trade with these remote countries for British Columbia products.

THE Chicago *Lumber Trade Journal* referring to the recent action of the Canadian Government in taking off the duty from lumber under eleven inches in diameter, and reducing the export duty on saw logs from $3 to $2 per thousand as it had previously been, says it is a step in the right direction, but does not go far enough to satisfy the American Government. "Ask for what you want and take what you can get", was the advice of a great reformer, and it would probably be wise to act upon that advice in the present case. We have not the least doubt but it would answer the purpose of the American Government to get all the Canadian logs they require free of duty, to be manufactured in American mills, and at the same time retain their import duty on Canadian lumber. The journal referred to says: "Nothing short of a repeal of all export duties on logs and timber by the Dominion can satisfy the lumbermen of this country. The Constitution of the United States prohibits retaliation by the imposition of export duties, but it is within the province of Congress to add to the import duty a sum, equal if need be, to double the export duty charged by a Government which is disposed to discriminate against this country, and a strong pressure will be brought to bear next winter to this end, if the wisdom of the Canadian officials in the meantime does not render it unnecessary." The proposition of the Dominion Government to remove all import duties on logs and lumber, providing the American Government will reciprocate, is a wise one; but it can hardly be expected that the present tariff Congress will consent to the abolishing of the import duty on Canadian lumber.

THE resources of Canada are of such immensity and brilliant promise that they are not generally understood by those who have not taken the trouble to post themselves. Every year the prospects grow brighter, as our geologists, our miners and our surveyors penetrate more thoroughly into the less known districts. The seven provinces and the organized territories of Canada cover an area of about 1,700,000 miles. These districts mostly are very fertile, containing the finest farming lands in the world, and the remainder is either covered with virgin forest or is the site of minerals. The immense district to the north of our territories, comprises over a million and a half miles of land. Regarding that area, the evidence before the senate committee in 1888 was most satisfactory and conclusive. "The area inquired into was about 1,260,000 square miles. Of these it was estimated 860,000 square miles were fit for settlement, and about 400,000 square miles useless for cultivation; 650,000 square miles were suitable for potatoes, 407,000 square miles for barley, and 316,000 square miles for wheat." In the particular area to which reference is made, there are large auriferous deposits, while the petroleum ore is so extensive as to justify the belief that eventually it will supply the larger part of the continent. The minerals of both the organized and unorganized territories are immense, the coal deposits throughout the whole Northwest are inexhaustible, the coal-bearing ore being estimated at 65,000 square miles, and the quality of fuel known to underlie some portions of this is believed to be 4,500,000 to 9,000,000 tons per square mile. The Northwest is also believed to contain the most extensive petroleum field "in America, if not in the world," says an official government return. No wonder that Benjamin F. Butler should announce to the world that Canada is a greater country than the United States.

THE claim made by the Eau Claire and Bow River Lumber Company, in connection with their timber limits in the Bow River country, has been referred by the minister of the Interior to the Exchequer Court. The amount asked for, $30,000, is for damages arising out of the cutting of timber for construction purposes by the C. P. R. on the lumber company's limits. The latter company is also prosecuting a claim against the Canadian Pacific, but claim that the government is primarily responsible to them for permitting the C. P. R. to take timber which belonged to the lumber company under the license of occupation.

THE Ottawa canals find the Canadian Pacific and Canada Atlantic railways formidable competitors for the lumber carrying trade of the district. The quantity carried by the two roads during the past two years was as follows: 1887, 100,369,429 feet: in 1888, 119,304,517 feet. The quantity going forward by canal was as follows: 1887, 335,094,000 feet: 1888, 319,923,600 feet. While there was only an increase of 3,774,688 feet in the total shipments of lumber from the district in 1888 as compared with the preceding year, it will be observed that shipments by rail increased 18,935,088 feet, while by water they declined 15,170,400 feet.

THE Vancouver Board of Trade has recently issued a circular letter to the Board of Trade, Sydney, New South Wales, in which the question of direct communication between Australia and Canada, via Vancouver, is considered. The Vancouver Board anticipates that a great stimulus would be given to Intercolonial commerce by the establishment of a Canadian-Australian line of mail steamers; new fields of enterprise would be opened, and Canada would become a better market for Australasian products than the United States have hitherto proved. More easy access to the wool supplies of Australasia would, it is considered, stimulate manufactures in Canada, where an active demand for Australian wool already exists. The hard woods of Australia might be sent here in exchange for pine and cedar, and our cotton mills, now competing successfully in China, would doubtless secure a portion of the business in the Southern Pacific. Reference is made to the many advantages of the British Columbia route as a passenger route, while the harbor of Vancouver is not only accessible at all seasons of the year by day or night, but no ice ever forms in it or is encountered within 500 miles of its approach. It is a perfectly land-locked harbor. twelve miles in length, with excellent anchorage and depth of water, to accommodate the largest ships afloat. Moreover, the Canadian trans-continental trains run practically on time. The arguments in favor of the Vancouver route are thus enumerated: the vessels would be British built, would sail under the British flag, and be officered and manned by British subjects. The trans-continental journey would be entirely through British territory, while such an alternative route, with a Pacific squadron of swift cruisers, would be readily available in the event of war.

FROM the tone of some of the American journals one would suppose that the Canadian Government was in duty bound to make laws especially to suit them, and because they cannot have every thing their own way they show their ill temper by making threats. It is no time to discuss trade questions when ill feeling is on the top, and the course pursued by some of the American trade journals in regard to the log question can only have an opposite effect to what they desire. A Toronto correspondent of the *Northwestern Lumberman* only voices the sentiments of many Canadian lumbermen when he talks back to that euphonius journal in the following style: "I had always looked upon the *Lumberman* as cosmopolitan in its utterances, but what is said in its issue of June 22nd would rather dispel that view. It is all nonsense to talk about 'the United States government following up with the same vigor the log business as has been displayed in the shook business.' If you people don't want our logs, don't buy them. No one is specially wanting you to. Your people make a great mistake in fancying that you can crowd us out of existence by simply closing your markets to us. We are not made of that kind of stuff. If we cannot trade with you, we have enterprise and self-denial enough to try and trade elsewhere, and pay for it, too. If you don't want us to import logs from your country, put on an export duty and stop us, or have us pay for the privilege. Your government imposes a duty of $2 a thousand feet on Canadian lumber. Do you hear of Canadians threatening all kinds of things because this is so? Do you expect we are to make in all cases our laws in accordance with yours? If your government does not think it wise to put an export duty on logs, is that to say we must do likewise? It seems to me in discussing trade matters relative to the Dominion, United States papers lose their dignity and indulge in a great deal of spread eagle. It is possible that 60,000,000 people of the United States could whip us and force a free people to trade in accordance with their peculiar views, but would it be to their credit? Would it be in accordance with the traditions and liberty they so much boast of? In my judgment it would be a great deal better to stop this kind of writing, which can never accomplish what it is intended for, and come down to the plane of intelligent beings and reason together."

ANOTHER YARN NIPPED IN THE BUD.

"The cause of the action of the Dominion government in increasing the export duty upon pine saw logs from two dollars to three dollars per thousaud feet is now pretty well understood. It will be remembered that about the time that the duty was increased the provincial government of Ontario had advertised a large sale of limits at auction. An increase in the export duty upon logs would depreciate the value of these limits by reducing the price which American lumbermen or other exporters of logs could afford to pay, and thus help to make the sale of provincial limits a failure. This was the very patriotic motive which prompted the federal ministers to add fifty per cent. to the export duty on logs. At the same time the Dominion government no doubt hoped to gain favor with the large lumber dealers by handicapping American bidders, and enabling Canadians to secure limits at lower figures than they would have to pay if the export duty had been left at two dollars per thousand. But, thanks to the excellent manner in which the crown lands department—then under Hon. T. B. Pardee's control—was managed, the efforts of the federal government and their allies to make the sale of limits a failure fizzled out completely, and the bonuses obtained for the limits offered were higher than those received at any previous sale. The increase in the export duty did the provincial government little or no harm, but its consequences are likely to be disastrous to the lumbering industry. Had the export duty been left at two dollars, it would have continued to attract but little attention as a factor in influencing the course of trade between the Dominion and the United States, but by increasing it to three dollars the government have provoked a discussion which can only end in the abolition of the export duty altogether."

It is indeed astounding to what degree of falsehood the party press will resort in order to do a real or fancied injury to an opponent. The above, extracted from a lengthy editorial in the columns of the Ottawa *Free Press*, is a case in point, which for barefaced misrepresentation would seem difficult to outdo. The *Free Press*, which is, of course, a party machine, and invariably "agin the Government," has been harping on the export duty for some months past. From its repeated utterances on this question we have been forced to the conclusion that its object is not merely to inspire hostility to the government, but the main incentive is to form a coalition with such of the American lumbermen as are interested in Canadian stumpage. It would be interesting to know exactly how much per line the Ottawa organ's Yankee friends are going to pay for this very liberal donation of space in arguing their cause.

Nothing short of the total abolition of the export duty on logs will satisfy this over-zealous advocate of American rights. It wants the earth for its American friends, with the sun, moon and stars thrown in, and in order to accomplish this end, it resorts to arguments which do not bear a semblance of truth. In order to prove how utterly absurd are the statements contained in the above clipping, we have only to show that the last public sale of Ontario Crown Timber limits took place nearly one year previous to the increase in the export duty being thought of by the federal government. How then, we would ask, could this increase have a detrimental effect on a sale which had taken place a year previous? In order that the public may have no reason to doubt this statement we take the liberty of publishing the reply to a letter written by the editor of this journal to the Hon. the Commissioner of Crown Lands, at Toronto, enquiring the date of the last public timber sale, together with the official announcement, as taken from the *Canada Gazette*, of the increase of $1 in the export duty on logs.

Toronto, July 8th, 1889.

Sir:

In reply to your letter of the 4th inst. I have to inform you that the date of the last public sale of Ontario's Crown Timber Limits was the 15th of December 1887.

Your obedient servant.

AUBREY WHITE
Assistant Commissioner.

A. G. Mortimer, Esq.
"Canada Lumberman."
Peterborough Ont.

GOVERNMENT HOUSE, OTTAWA.
Tue., 13th day of Nov., 1888.

PRESENT:

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

ON the recommendation of the Minister of Customs, and under the provisions of item 819 in schedule E of chapter 33, Revised Statutes of Canada, intituled: "An Act respecting the duties of Customs,"—

His Excellency the Governor General has been pleased to order, and it is hereby ordered, that the export duty on pine logs be increased to three dollars per thousand feet board measure.

JOHN J. McGEE.
Clerk, Privy Council.

What has our contemporary to say to this? Will it attempt to repudiate this unquestionable evidence of misrepresentation on its part, or will it quietly sneak into its hole and await the opportunity for another onslaught?

It is not the province of THE LUMBERMAN either to defend or criticise the government on general principles, and it is only when the interests of the lumber trade is at stake that we feel justified in expressing our views regarding the acts of either political party. While we fully realize that the lumbermen of the different provinces are somewhat divided on the question of the export duty, we have always endeavored to take an unprejudiced view of the situation, giving both sides of the question as circumstances from time to time seemed to warrant. The *Free Press*, on the contrary, has been working directly into the hands of foreign capitalists, to the detriment of everything that is Canadian. Esau-like, our Ottawa contemporary would be willing to sell our birthright for a mess of porriage, but fortunately for Canadians the custody of the same is in more loyal hands.

SPLINTERS.

THE Bank National is advertising to be sold by public auction, August 16th, if not previously disposed of, 500 square miles on the Keepawa; 100 square miles on the Black, and 100 square miles on the Jean de Terre river.

* * *

THE iron wood tree has a black heart and when well seasoned will turn the edge of an axe, and must be cut with a well tempered saw. It is one of the hardest woods in existence and grows in abundance in the plains along the track of the Southern Pacific railway.

* * *

THE Canadian Rubber Company, of Montreal, has recently increased its capital stock from one to two million dollars. This is one of the largest manufacturing concerns in Canada, employing nearly 1000 men. Mr. J. H. Walker, has charge of the Toronto branch of the business.

* * *

THE different woods for charcoal may be estimated as to value by this rule. Of the oaks 100 parts will yield 23 parts charcoal, beach 21, apple, elm, and white pine 23, birch 24, maple 22, willow 18, poplar 20, hard pine 22½. The charcoal used for gunpowder is made from willow and alder.

* * *

LANDS contiguous to the proposed Brockville and Sault Ste. Marie railway, have been withdrawn from locating as it is the intention of the government to have a belt of five miles in width reserved and sold at from two to five dollars per acre according to their value. Pine timber is reserved therefrom.

* * *

THE E. D. Albro Company, of Cincinnati, Ohio, gives the following instructions about preparing burls for the market: "After the tree is felled, crosscut above and below as close to the knot part as possible, in order to have no plain timber on ends. Split all plain timber off back side until the heart or core is reached. Leave the bark on as a protection to sun checks. Care should be taken not to send to market swerls or plain knot, which are of no value for veneers. A burl has the surface covered with small pins called bird eyes. A swerl is devoid of these points, and useless for veneers. The difference can be easily discovered by taking off a section of the bark."

WE have it on reliable authority that the Ontario Government will soon have a sale of timber limits. Surveyors are now at work and we expect the official announcement will soon be made.

* * *

THE *Canada Gazette* of July 20th, officially proclaims the reduction of the export duty on pine logs from $3 to $2 per thousand feet board measure, the same to be deemed to have gone into effect upon the first day of July.

* * *

THE Bank Nationale, through the Ottawa branch, has for years been carrying some very shaky lumber accounts without sufficient security. The bank is now attempting to realize upon certain limits held by it, although at the present there appears to be no active demand for timber lands. It is intimated that it will withdraw from Ottawa.

* * *

WE received a copy of a very handy little "Ready Reckoner," from the *Timberman*, 161 Randolph Street, Chicago, neatly and strongly bound, fits into the vest pocket, and accurately measures from one piece to 1,000 and from 10 to 32 feet in length, all joist sizes, and from one piece to 500, and from 10 to 40 feet in length, in timber. Sent to any address for 25 cents, post free.

* * *

IN the last issue of THE LUMBERMAN there appeared an article touching on the trade of the maritime provinces from the pen of Mr. L. A. Morrison, of Toronto. Through an oversight we omitted the name of the *Mechanical and Milling News*, in the columns of which journal the article was first published. To do our contemporary justice we make the *amende honorable*.

* * *

SOME of the Canadian papers are taking up the question of a national currency for Canada. We see no just reason why Canada cannot have a currency that will circulate at its face value all over the Dominion, and be just as good in the States as the United States money is in Canada, but we would prefer to have it based on a more honest footing than the National banking system of the United States.

* * *

The value of wire rope depends largely upon the character of the material used in the core, as this promotes flexibility. Good hemp core should always be sought. Iron pulleys, with smooth groove, cushioned with leather or rubber, give greatest durability. Pulleys thus arranged and well balanced will greatly add to the life of the rope, and with the best hemp core should give three to five years' service.

* * *

MR. Upton a Kentucky lumberman, gives a new rule that he goes by in scaling logs to be cut on a circular mill, and which he says is more nearly correct than any other for thick saws. His rule is: Multiply the diameter by its radius by inches, and the product by the length in feet, and divide by twelve. The result will be the number of feet, board measure, that can be got from the average log. Example: A log 30 inches in diameter and 16 feet long—30x15x16÷12=600 feet. Doyle's rule gives 676 feet.

* * *

THE statement which has been going the rounds that there is more or less fraud perpetrated upon the St. John and St. Croix rivers under the special provision made whereby Maine logs are floated to St. John and the lumber re-admitted duty free is denied by the St. John *Globe*. It says stories of this kind are not true. The United States revenue authorities have made many efforts to discover whether any reported frauds have any evidence and that they have been unable to discover them.

* * *

A contemporary commenting on the offer of reciprocity in logs and lumber made by the Dominion government to the United States government, through the Imperial authorities, says it is a most barefaced sham, and vauntingly asks: "Are our ministers so ignorant that they do not know that President Harrison and his cabinet are utterly powerless to accept their offer and cannot influence the action of congress?" What's the matter with the president's message? What on earth is there to prevent President Harrison in his forthcoming message to congress recommending reciprocity in logs and lumber? Nothing that we know of save that the republicans are in favor of free logs and a tariff on Canadian lumber.

* * *

THE Southern Yellow Pine Association held a meeting on July 13th, in the Exchange Hotel, Montgomery, Ala. The attendance was larger than at any previous meeting, the association having increased steadily of late, and now includes every important mill in Alabama but two. The secretary reported that he had collected statistics from 14 mills, about half of the total number embraced in the association. Their daily capacity was 655,000 feet, and the total annual cut 165,000,000 feet. Planing mill capacity, daily, 480,000 feet; dry house capacity, daily, 380,000 feet. During the discussion on prices it was stated that the history of the past year showed that the mills were running for fun, in an endeavor to get ahead of their neighbors. The next meeting of the association will be held Oct., 10th.

EXCHANGE ECHOES.

Manitoulin Expositor.

As a matter of fact there is more of cedar burnt and split into rails on the Manitoulin every year than would pave the city of Toronto. Let the contractors send their agents up here, and if they want half a million cords to fit the Toronto specifications they can have it. It would certainly be more patriotic to keep our own cedar for our own use instead of exporting it to the States. There is a chance here of extending a valuable industry and greatly benefiting the island. We have cedar to sell. Toronto wants it. Could not some of our merchants who handle cedar strike up a deal? The competition between Toronto and Chicago is sure to raise the price. Farmers would have a profitable employment during the winter and benefit would accrue to everyone on the island.

The Shipping World, London.

The new unsinkable triple safety ship, the inventor and patentee of which is Mr. Edwin Rollason of Coventry, is a novel and marvellous invention, and in speed, stability and strength will compare favorably with most ships afloat. Four screw propellers are placed in line along the centre keel, and these are so arranged as to give the ship double speed and propulsion. Passages are provided under her bottom, from bow to stern, to carry off the swell of the waves, and thus increase her speed, as well as stopping the usual rolling and tossing. The ship has been constructed as to enable her to withstand collision without danger of sinking; and in case of fire, any part can be insolated and flooded without fear. Her working machinery—engines, shafts, screw propellers, and rudders—being fixed in duplicate and triplecate stoppage, while increasing her speed, will greatly reduced the consumption of coal.

Straightening Band Saws.

If band saws contain lumps or twists, put them on the wheels, and at the tension they are to run. Use a light oval-faced hand hammer for thin, narrow saws, a heavier hammer for wider and thicker ones, and a short straight-edge, say 6 in. long, for narrow saws, and a longer one for wide saws. The tongue of a carpenter's or machinist's try-square, if straight, will answer. Go over the saw with the straight-edge, and mark the lumps and high places on both sides of the saw. Now hold the oval face (end) of a carpenter's or millwright's mallet against the side of the saw, exactly on the opposite side from the marked places, which should be marked with chalk. You will find that a few light blows against the saw, opposite the smooth face of the mallet, will knock out the lumps. Work on both marked sides as you go along, watching carefully with your straight-edge as you proceed, and you will at once see that the lumps and high places begin to disappear. If your saw has been sprung edgewise by gumming or cutting out the teeth with a fly press, take most of the weight off the saw, so as only to have barely tension enough to hold the saw straight on its sides. Use a long straight-edge, say 18 or 20 in. long, and be sure that it is straight. If the saw is found to be hollowing, by holding the face of a heavy hand hammer against one side of the saw, and, with a lighter hand hammer, hammer the blade against the large hand hammer, commencing at the edge of the saw near the back, working towards the roots of the teeth, thus stretching the saw at the back. Striking light blows on a thin narrow saw, and heavier ones on a wide thick saw, will soon bring them straight on the back. The principle of this operation is that you stretch the steel at the back of the saw. A band saw will work badly if the cutting edge becomes stretched, so that it is hollow-backed. It will work much better if the back is stretched a little longer than the cutting-edge, so that it will be a trifle rounding on the back, but not too much. Then when the saw is strained up, the cutting-edge will be a little tighter than the back. Unless you want to stretch the saw, use wood, and not iron or steel to hammer against.

Thomson vs. Hurdman Bros.

In the law suit of Thomson vs. Hurdman Bros., of which mention was made in our last issue, regarding the mill property occupied by the latter in the city of Hull, the first issue raised between the parties was decided on the 28th June, by the Hon. Mr. Justice Malhiot in favor of Hurdman Bros. The issue was raised on motion of plaintiffs to reject a plea of the defendants, setting up that the payment of the balance of the price of said mill property, $134,000, could not be exacted as they were disturbed in their possession of the same, and demanding that the action of the plaintiffs be stayed until plaintiff had proved his title. The Mercier Administration claimed some time ago that this property was still vested in the Crown, and it was recently sold by that administration to Mr. George Hurdman. The judgment rendered in Aylmer on the 28th recognizes the legality of this plea of the defendants, and dimissed the motion of plaintiff with costs. The object of this plea, which was produced by Mr. Aylen on behalf of the defendants, was to raise for the determination of the courts the question whether the immense water power at the Chaudiere Falls, formed before its transfer to W. G. Hurdman, part of the provincial domain, or whether it became by Confederation vested in the Dominion Government, or whether it had been previously acquired by the late Philomen Wright, and through him and his heirs by Mr. Thomson, the plaintiff. Should it be finally decided that this property belonged to Mr. Thomson when he sold it to Hurdman the defendants must pay the amount sued for, otherwise they contend no obligation devolved on them to do so. The progress of this case is watched with much interest as the question involves a very large amount, and indirectly effects the property on which other mills are erected.

Our Exports and Imports.

The following statement shows the quantity of lumber imported into the United States from Canada, and duty paid during the past nine years, the quantity of pine logs exported to the United States, and export duty paid, and the total duty on all lumber imported into Canada from the United States, during the period indicated.

	LUMBER EXPORTED TO UNITED STATES.		PINE LOGS EXPORTED TO UNITED STATES		DUTY PAID ON LUMBER IMPORTED FROM UNITED STATES.
	QUANTITY, FEET.	DUTY PAID IN UNITED STATES.	QUANTITY, FEET.	EXPORT DUTY.	
1880	563,963,000	$ 1,127,926	2,075,000	$ 2,075	$ 13,635
1881	562,827,000	1,125,654	2,640,000	2,640	42,913
1882	602,821,000	1,205,642	1,313,000	1,313	74,584
1883	537,517,000	1,075,034	2,863,000	2,863	128,692
1884	557,266,000	1,114,532	974,000	974	40,563
1885	562,542,000	1,125,084	380,000	380	17,522
1886	541,777,000	1,083,554	2,869,000	2,869	16,540
1887	508,304,000	1,016,608	6,350,000	13,107	19,123
1888	553,939,000	1,107,878	468,000	936	18,164
Total	4,990,956,000	$ 9,981,912	19,932,000	$ 27,357	$ 371,736

Gordon's lumber yard at Pilot Mound, Man., was burned July, 20th.

The saw mill owned by Isaac Rogerson, Blythe, Ont., was burned on July 14th. Cause of fire unknown. Loss between $4,000 and $5,000; $2,000.

THE NEWS.

ONTARIO.

—The mills at Byng Inlet are doing good work this season.

—Mr. H. Page, Bobcaygeon, is erecting a new planing mill.

—Mr. James Holditch has erected a steam shingle mill at Sturgeon Falls.

—The machinery in the Rockwood shingle mill has been seized for debt.

—Considerable lumber is being shipped from the Algoma district to Goderich.

—Graham & Horne's saw mill at Vermillion Bay is running at its full capacity.

—Rathbun's "big mill" at Deseronto is cutting on an average 2,500 logs a day.

—Moiles Bros., mill, on the Georgian Bay, has begun operations, and is doing nicely.

—Mr. White's new saw mill at Muskoka Falls is in running order and doing good work.

—Mr. Whaley's mill at Huntsville, has so far this season averaged about 40,000 shingles a day.

—James Robertson, lumber dealer, Windham Centre, has made an assignment to Sheriff Deedes.

—Messrs. Barnes & Co., Ottawa, are running their mill night and day, and a large staff of men are kept busy.

—James Kenkrick, of Kagawong, is putting up a shingle mill. He expects to have it running in a couple of months.

—Messrs. McCormack Bros., are running their mill at Lemieux, night and day. They have a large quantity of logs to cut.

—Messrs. Gillies Bros, of Braeside, intend cutting a lot of logs and dimension timber at their Coulonge depot the coming season.

—Mr. J. H. Larkin, Terranova, is making preparations to build a new saw mill, and Mr. Robert Hunter is putting in a new shingle mill.

—Graham, Horne & Co.'s lumber mills at Fort William are working extra time to fill orders for material required for building operations.

—Mr. T. Batman who bought the saw mill at Sheguindah has thoroughly fitted it up and is now turning out a large quantity of first class shingles.

—The Bronson & Weston Lumber Co., Ottawa, are extending their piling grounds in the vicinity of Pooley's bridge along the waterworks aequeduct.

—Mr. Fitzpatrick of the Ontario Crown Lands Department has gone into the disputed territory in Algoma for the purpose of settling all legitimate grievances.

—Large quantities of lumber, especially cut for the South American market are now going forward from Ottawa to the United States for export to Buenos Ayres.

—Thorburn & Fraser's mill, Gore Bay, turns out about three quarters of a million feet of lumber each year. About half of this is shipped outside to Canadian ports only.

—Keewatin and Rat Portage are in need of logs. The drive on Rainey River is not a success. A portion of the log crop in that district will be hung up until the river rises.

—Among the new companies recently incorporated is the Barrow Bay Lumber Co., Ltd., with headquarters in Barrow Bay. The Capital stock of the new company is understood to be $50,000.

—Messrs. Hurdman & Co. have succeeded in getting the greater part of their logs out of McDonald creek, a tributary of the Magnicippi river, although at one time they were very doubtful of being able to do so.

—Owing to the favorable stage of the water in the Ottawa, lumber forwarders report an exceptionally busy season. Many of the boat owners say that they have enough orders now on hand to keep them busy till the close of navigation.

—Messrs. Pierce & Co., have just placed a new double edger of the latest improved pattern in their No. 2 mill. This firm will shorly commence running their mills night watch and continue in this way till the close of the sawing season.

—The Picnic Island mills, at Little Current, owned by Messrs. J. & T. Conlon have been in operation since the 10th of May and have already cut 1,500,000 feet of lumber and are at present cutting about 100,000 feet per day. They employ about 100 men. The mill is 154x50 feet with engine and boiler attached, and consists of two circular saws and gang saws. The firm export large quantities of pine lumber, using a steam barge and consort and steam tug for that purpose.

—Mr. J. D. Shire, of Bracebridge, has got out his full stock of logs, about four million feet, which will take a good season to cut. He has the work well forward, however, and if it be possible the whole will be run through before the snow flies.

—The logs for Peters & Cain's mill, Midland, 36,000 pieces were towed from Parry Sound and only one log and piece of timber were lost, showing that the booming and towing were carefully done. They now have all the logs they can cut this season.

—There is no necessity for saw mill men to waste beech slabs, as they contain the best part of the wood, and when three inches thick, or even thinner, they can be used for sawing into plain stock. There is a growing demand for good beech for this purpose, and it is scarce.

—The bulk of the square timber which came down from the Upper Ottawa lumbering districts this spring, was sold before it left the bush to speculators on the American side. Mr. William Wade got away with his raft on the 10th. It consisted of 150 cribs and was sold to Quebec parties.

—The building for the Ross, Hall & Brown mill at Rat Portage is completed, and the machinery is being put in as fast as possible. The main building is 150x75 feet with a basement for the running of shafting and pulleys. It is now being fixed for one circular, which is already in position, as is also the fly wheel and engine.

—The imports for the 11 months of the current fiscal year reach the large total of $96,192,804, as against $89,113,605 during the corresponding period last year. The duty collected amounts to $20,857,535, as against $19,362,226 last year, an increased revenue of $1,500,000. The exports this year totals $76,219,665 against $76,501,099, last year.

—The North Pacific Lumber Company (limited) has been incorporated with a capital stock of one hundred thousand dollars. The incorporators are: Frank Ross and John T. Ross, of Quebec; James Maclaren, of Buckingham, Que.; David Maclaren and James B. Maclaren, of Ottawa county, Que.; Alex. Maclaren of Buckingham (manager) and Leonard G. Little of Montreal.

—There are three firms engaged in the lumber business at Goderich: H. Secord, who gets his stock at Serpent river and Johnston Harbor; N. Dyment, who gets his stock from his mill at Thessalon, and Joseph Williams who gets his supply cheifly from Blind river. If the dealers carry out their intention about fifteen million feet will be brought to Goderich this season.

—Some rafts of square timber belonging to Messrs. Klock passed through Long Sault rapids last month. The first portion of the raft came through all right, but the second detachment struck a rock and went to pieces, the men managing to get ashore. The pilot immediately after banded together eight cribs and took them down safely, a performance that has never been done before.

—Crown Timber Agent Margach has sent out from Rat Portage, two exploring parties in charge of Mr. Geo. Barnes, to examine and report upon the country with a view of issuing permits to meet the local requirements for the season. Permits will be continued as heretofore for this season, but after it closes, it is understood that it is the Ontario Government's intention to put up all timber limits for public competition.

—The cedar industry is a prominent factor in the rapid advancement of that smart little town in the Manitoulin distric, known as Gore Bay. This class of wood is not only plentiful but is of a superior quality. It is said, however, that at the present rate of taking it out, and the slaughter prices obtained therefor, the supply cannot last but a few years longer. Care should be taken not to exhaust the supply of this timber prematurely, as with the increase of population invariably comes a proportionate demand for the products of the forests.

—The Algoma *Advocate*. Much stir was caused in the village of Thessalon on Saturday of last week when it was reported that Messrs. Rayburn & Son had failed and left the country. They had been engaged in lumbering operations during the past winter and evidently had got behind. Constable McLeod received instructions on Saturday last to proceed to the camps and make a seizure of all effects available. Owing to this failure a number of our merchants and others are involved, some for heavy amounts. It appears that the horses and plant used by Messrs. Rayburn & Son were purchased by T. Nester & Co., and this mortgage which was given never had been fully paid off, hence the seizure. This is now the last chapter in the records of the lumbering operations during the past winter, which resulted so disastrously. The effect upon the District has been serious, as many men are unable to get their wages. The proceedings all through were of the most disgraceful character, and appeared to be taken with the express intention of defrauding the poor workmen out of their wages.

MANITOBA AND THE NORTHWEST.

—Lumber business is good at western points.

—The lumbermen of Morden are doing a good business.

—George Rogers has gone into the lumber business at McGregor.

—E. K. Roberts, of Detroit, is about building a grist and saw mill at Silverwater.

—Cameron's saw mill, at Minnedosa, commenced their season's cutting June 24th.

—The Strathclair saw mill is shipping considerable manufactured lumber to Winnipeg.

—The steam saw mill, at Port Ellis, with the necessary outfit for running. was sold by tender on July 15th.

—A large amount of valuable timber has been destroyed by fire along the line of the C. P. R. from Donald to Banff.

—The Rat Portage *News* reports various damage to standing timber from bush fires, throughout the Lake of the Woods district.

—O. R. Jones and T. D. Cavanaugh are establishing a lumber business at Elkhorn, under the name of the Elkhorn Lumber Company.

—The new mill at Emerson, which has been idle for some years, has recently been put in operation. The logs come from the Red Lake district of Minnesota and are floated down the Red River to Emerson.

—There is a push in lumber on the Pacific slope. On a section of the Northern Pacific road, 145 miles long, applications were received for spur tracks to accommodate 70 saw and shingle mills. This beats the record.

—Some fine timber lands are now being worked 35 miles below Donald, on the Canadian Pacific. Some of the white pines measure 60 inches through, from which five to six logs can be cut, free of knots. Douglas fir is also found in large quantities, frequently measuring 10 feet in diameter.

—The Edmonton *Bulletin*: The damage done to the spruce forests in this district by fire this spring has been terrible. On the eastern side of the Beaver hills the timber is reported entirely ruined. Some of the timber limits up the river are also reported to be seriously injured.

—Winnipeg *Commercial*. The very dry season has seriously interfered with the lumber industry, and a good many logs are hung up, owing to low water. About one-half of the logs which were to be cut at the Lake of the Woods mills, have not yet been moved, and unless good rains are experienced, there will likely be a shortage of lumber this season. The most of the mills have some logs on hand from last year, so that they have been able to do some cutting. A good deal of lumber has been brought in from the Lake Superior district, and a considerable quantity has also been imported from Minnesota, but the latter has been mostly poor, cheap stuff, such as 3rd common and culls. This comes into competition with the Lake Winnipeg spruce lumber. Trade has been good up to recently, but of late the demand has fallen off very materially.

QUEBEC.

—The C. A. Railway are freighting large quantities of lumber from the Chaudiere to the American markets for export to South American points.

—Last winter's lumber cut is treble that of previous years, and with the reduced staff of cullers at Quebec, business interests are beginning to suffer.

—The capital invested in joint stock companies in the Province of Quebec from 1867 to 1888 amounts in the aggregate to $37,693,383, divided among 372 companies.

—The revenue of the Crown Lands Department for the fiscal year ending the thirtieth day of June is said to exeed one million dollars, considerably over Mr. Duhamel's estimate.

—There is an active demand for ocean tonnage at Quebec, which is likely to be brisk for some time. The scarcity of stevedores and longshoremen is likely to cause considerable delay in loading vessels now in port.

—Messrs. R. Hurdman & Co., and the Bronson & Weston Lumber Co., ship thirty cars of green lumber daily to the Shepard & Morse Lumber Co.'s yards, situated on the Hurdman property across the Rideau. The lumber thus shipped is principally stock for the export trade.

—There has been considerable activity in the freight market during the past month. Rates are now running, at: Quebec to Liverpool, deals 68s 9d; timber 28s; Quebec to Bristol channel, deals 70s; Quebec to cork, deals 71s 3d; Montreal to Buenos Ayres, lumber $18.

—St. Sauveur has decided for annexation to Quebec city.

—The population of Hull at present is estimated at 14.000.

—A project is on foot to re-establish ship building in Quebec.

—Alex. McCormack sold his raft at Quebec on July 22nd, to John Adams for 38c. a foot, a good price.

—Gilmour & Co's lumber mills, at Chelsea, have shut down for the season owing to the firm having sufficient cut stock on hand.

—The men who left the city in the spring for the timber drives on the Ottawa river, are nearly all down again. They report that the mosquitoes and black flies were simply intolerable.

—The Pontiac *Advance* says: 165 men were passed up on Saturday from here to Sommerville's bay in one trip by Rattray's stages. The stages are making three trips a day regularly. The water is just at the right stage for running the timber.

BRITISH COLUMBIA.

—The Alberni Saw Mill Co., have ordered the necessary engine and machinery for the mill they are about to establish at Alberni.

—The lumber interests are extending, but lack of shipping facilities somewhat curtails the export trade in this line, freights being high.

—About 100 men are employed in the shops of the Canadian Pacific Railway at Vancouver, working eight and a half hours a day.

—Mr. G. A. Buchanan, has finally determined to put his mill up at his limit, about 12 miles above Nelson, having concluded that it will be easy enough to get his lumber down stream to the town.

—The wages paid workers in the woods and sawmills in British Columbia are; mill hands, $35 to $65 per month; axemen and swampers, $35 to $45 per month; teamsters at mills, $2 to $2,50 per day; teamsters in the woods, $60 to $65 per month. Board is from $8 to $10 per week.

—We learn from a New Westminster paper that Mr. W. L. Johnston, who has been with the Royal City Planing Mills for ten years, has severed his connection with that establishment, and gone to Gambier Island, Howe Sound, where he, in company with a Mr. Dyker, will erect and run a large shingle mill. A complete plant has been purchased, and the erection of the mill will be commenced immediately.

—Westminster *Columbian*. The barque Thos. S. Stowe is at present lying in the Royal roads ready to depart for Deptford, England. The vessel carries as cargo 250 spars for the use of the Imperial government. The spars are each 100 feet long and 2 feet square, and were cut by the Moodyville sawmill. They are pronounced exquisite specimens of pine timber, clear and straight as an arrow. They were loaded into the vessel by a pile driver and donkey engine.

NEW BRUNSWICK.

—J. F. Wanamake, lumber dealer, Millstream, has sold out.

—Late rains released about 90,000,000 feet of logs hung up the St. John river.

—Unusual activity is displayed in Hillsboro in shipping lumber. All the mills have done a good spring and summer's work.

—Log driving on the Upper St. John is wholly suspended. The Connors' drive is hung up below Grand Falls.

—J. & T. Jardine's shipment of lumber from Kent County this summer will be 5,000,000 feet while that of George McLeod will be larger.

—St. John's lumber shipments on June 13th to Great Britain and the United States by water amounted to 3,194,000 feet of deals, and about 1,000,000 feet of small lumber, exclusive of clapboards and shingles.

—The following notice from the crown land office appears in the Royal Gazette: the attention of all persons who hold timber licenses on crown lands is called to the following regulation, embodied in each license: "No spruce or pine trees shall be cut by any licensee under any license, which will not make a log at least 18 feet in length and 10 inches at the small end: and if any such shall be cut, the lumber shall be liable to double stumpage and the license be forfeited." This is to notify all licensees that for the future this section will be rigidly enforced, and that no spruce or pine trees smaller than the above dimensions can be legally cut for pulp wood, stave wood, kiln wood, or any other purpose.

—Mr. Robert Connors, the great lumber operator on the St. John waters, says the total cut of last winter was about 130,000,000. Of this amount fully 50,000,000 is already hung up and not a stick of it will be got out unless unusually heavy rains are had. Between 50,000,000 to 60,000,000 have already reached the boom limits and are safe, but the corporation drive of from 20,000,000 to 25,000,000 is now only a few miles below Andover and Mr. Connors fears it will also be hung up unless the water rises very soon. All of Mr. Connors' own cut reached the main river all right. He has about 6,000,000 feet in the corporation drive. All the logs in the Fredrickton boom, Mr. Connors says, will be rafted out inside of a week unless there is sufficient rise of water to bring down some more.

—Moncton *Times*. The lack of rain for several weeks has dried up the small streams in this section of the province, and seldom has the water been so low as it now is. As a consequence nearly all the water mills are shut down or about to do so, and some of the steam mills are short of logs. Messrs. Wright & Cushing, however, managed to get half a million feet of logs down the Little river to their mills near Salisbury. They had taken the precaution to build a dam across the river behind their logs, and on the dam being opened, the logs were carried down in fine style. As lumber is in good demand just now at satisfactory prices, their expenditure of $400 or more in constructing the dam will be remunerative. Messrs. Wright & Cushing have shipped quite extensively this year from St. John, but are just now sending by rail to Point du Chene for shipment by water to St. Pierre, Miquelon, on a large order. They have received an order for 65,000 feet of frame for the grand stand on the new Charlottetown driving park.

—Page & Patterson are building a new planing mill on Little Bob river, near Bobcaygeon.

—Robert Cruickshank, planing mill, Hamilton, has called a meeting of his creditors; liabilities about $20,000.

—A raft of timber belonging to Mr. R. Crysler, of Crysler, left Brockville on the 19th July for Quebec. It was valued at over $50,000.

—During the recent storm the boom of the Rathbun Company on Little Lake burst and the logs were scattered all over the lake. Last week the drive got away safely.

—French & Webster, Dresden, have just completed and put in operation their new hoop and stave mill. During the past seven months they manufactured an average of 80,000 staves and hoops on every working day. They give employment to about eighty-five hands.

—A survey has been concluded by Messrs. E. J. Rainboth, P. L. S., and J. P. A. Sproule, of the Eddy Mill property at Hull, including the lumber yards, piling grounds, mills, docks, slides, tramways, and bondage and water rights, in preparation for the big sale which comes off next month. The survey was an extensive and a difficult one.

—The settlement made with their creditors by Marks, Dobie & Co., lumber dealers, Thessalon, has fallon through owing to the Montreal creditors refusing. The firm has assigned to Robt. Balfour, Hamilton, and the business will be wound up. Creditors will likely realise 35 to 40 cents. During the interval many local creditors were settled with, but the failure will cause much local distress.

—The logs in the Rainey River country, especially those on the tributaries of the Big American river, cut last winter, have been "hung up" all summer owing to low water. The recent rains, however, have swollen the streams and the timber will all be floated out, which will give a great impetus to the lumbering operations in the Rat Portage district, where the mills up to the present, have only been running half time. The lumbering prospects for next season are very bright for this portion of the country. There will likely be double the number of men in the woods than there has been any year previously.

BRITISH COLUMBIA.

[From our Regular Correspondent.

NEW WESTMINSTER, B. C., July 21st, 1889.

The last month has been a very prosperous one judging from the number of vessels cleared for foreign ports. The *Mac Duff* loading at New Westminster took 800,000 feet of the choicest fir procurable in British Columbia, and cleared from the Royal City wharf for London, Eng., drawing 23ft 6in of water, which forever sets at rest the question, is the Fraser river suitable for lumber exporting trade?

Six vessels have cleared this month and six have arrived for cargoes; one for London; one for Glasgow; two for Australia, and two for coast American ports. One vessel loaded with the choicest selected stock at Esquimault Harbor for the Admiralty in England, and if this is a success, as far as war vessels are concerned, a large trade is sure to follow for British Columbia woods for the defence of the Empire.

The changes in the lumber duty, which are receiving so much attention in the East, are not affecting British Columbia for exporting to us here amounts to *nil* and *vice versa*; but in foreign markets, according to the American Commissioner's report British Columbia woods command a better price than Puget Sound lumber or Oregon pine, necessitating the "Sound" shippers culling all their loads to enter into competition with Douglas fir. The owner of the largest mills on the "Sound," is through the press, forcing this fact on the people of the United States for what object cannot be ascertained—commercial union probably or annexation.

The up country mills are all very busy and from recent letters they do not know how to fill the orders coming in.

At Revelstoke, Valentine's shingle mill has got to work and the first week averaged 62,000 a day, and before two months he expects to increase that to 100,000, a day.

Moodyville, Hastings, Brunette Royal City and Chemaines mills are all very busy.

The Victoria Lumber Manufacturing Company, Chemaines, last week placed the order with the Wm. Hamilton Mfg. Co., Peterborough, for five steel boilers 60x20 and a lot of other machinery for the new mill. The largest shareholder was out here lately and said that he had no idea that Canadian manufacturers could turn out such machinery as he has seen in British Columbia; but could not understand why prices should be so much higher than the Americans, the wages in the States being only slightly higher. The McLaren Ross Lumber Co., (Ltd.) placed with the same firm an order for 10 steel boilers 3/8 shell, 60x14, and a burner 140 feet high, 26 feet in diameter at base.

Messrs. Cowan & Patterson, of Victoria, with some San Francisco capitalists are applying for extensive limits in the neighborhood of Albernia on the West Coast, and getting plans snd specifications ready for a 100,000 feet a day mill, and they claim that being on the West coast of Vancouver Island ships trading there will save a large amount of towage to what they pay at present to load at the British Columbia mills. An Australian firm has contracted to take all they can turn out, and they expect to get to work just as soon as possible.

Every month some mill starts to enlarge, or a company applies for incorporation to build and run a mill some place in British Columbia. There is some talk of building a large boiler foundry and machine shop in British Columbia, to supply the mills with all the machinery they want, mill owners out here being the stock holders, for they cannot pay the $1.95 per 100 lbs. car load freight. There is a feeling not antagonistic to the Eastern manufacturer, but to the continental tariff agreement; and as machinery costs so much here they all intend to help the new concern as much as possible. The Eastern manufacturers would do well if they would try and get the C. P. R. to reduce the rates to something like last year's rate, $1.46. Of course they can only talk to the officials, and though they see the advisability of having a lower rate they cannot influence the company anyway.

The Albion Iron Works, of Victoria, are starting in to build a Harris-Corliss engine as an experiment in this high class engine, for the new Electric Tramway Co., of Victoria, and expect to make it a success; but at present the question is not the reducing of the consumption of fuel with the mills but the enlarging of it. No such sights are witnessed out here as are sometimes seen on the Ottawa, slabs and saw dust gradually filling up the once magnificent river. In British Columbia no slabs or sawdust are thrown in the river, the lumbermen themselves seeing that it is the benefit of the country to keep the rivers clear of all obstructions. I wonder what they would say if they saw the state of the river, Du Lienal just below Buckingham which is a disgrace to the lumbermen who do business on that stream.

FIR.

[We have two letters from our correspondent this month. The June letter reached us too late for our last month's issue.—Ed.]

The American Press and Reciprocity in Lumber.

The proposition of the Dominion Government made to the American government for reciprocity in lumber, however well meant, does not, as might be expected, meet with the approval of the lumbermen in the States. The howl and the whine against the Canadian export duty is by no means diminished since the reduction, and nothing will satisfy them short of the total repeal of the duty. What the American lumberman wants is free logs, but he does not want Canadian lumber as he has not the least desire to come in competition with it. However, the fiat has gone forth. If they are anxious to have the export duty on logs repealed they must reciprocate by admitting our lumber free of duty; but it can hardly be expected that the present administration will acceed to this as it is in favor of tariff protection, and the present congress, which alone can deal with this question, was elected upon that issue. Whatever effect the proposition as made, may have upon the general trade, it throws the onus of the retention of the export duty on logs upon those who are most anxious to have it repealed.

The sentiment of the lumber trade in the States, as voiced through their representative journals, will be found to be of interest. The Pacific Coast *Wood and Iron*, a journal published at San Francisco, says:

With the duty off lumber, the inducement to increased plant would be such that the British Columbia mills could within a year supply all the American demand To do this the mills would have to increase their capacity only about double. The lands west of the Cascade Mountains in Washington Territory, are valued chiefly for lumber and coal. There is little real agricultural land in that section. The timber settlements of the Northwest are important factors in developing the country. The best class of men go there, they have families, and churches and schools grow up at these points. The cities of the Sound are chiefly dependent upon the lumber interests. In British Columbia Chinese labor is largely employed.

There is now a large surplus of manufactured lumber for which there is no demand. For several years past lumber has not yielded the manufacturer a profit of over two dollars a thousand. The abolition of duty would be disastrous to the coasting trade, for British bottoms would be largely utilized. Victoria though a foreign port, is practically as much a coasting port as Port Townsend, being no farther from the port of consumption, and should the markets of this coast be opened to British Columbia mills the freighting of lumber cargoes would inevitably go to foreign bottoms; the Victoria shipper would have the choice of flags, while the Puget Sound shipper would be restricted to American vessels, and the effect upon shipbuilding on this coast (the only place where it is at all active) would be similar to the effect upon American deep water ships. The value of our timber land would be much depreciated, because the supply of practically the same timber in British Columbia is almost inexhaustible.

The *Southern Lumberman*, the leading representative of the lumber trade in the south, in a recent issue has this to say:

There is an import duty on Canadian lumber. There is no lumber sold in the South, and it may appear to a man up a tree a matter of no importance whatever to Southern lumbermen. But a ground view of the situation will convince a close observer that the import duty on Canadian lumber has not hurt the Southern lumber trade. It really looks now like Southern lumber is, by this tariff "protected" to some extent against low prices of competing woods. More of it is being shipped North, East and West to-day than ever before. White pine is the main competitor of yellow pine and poplar, the leading Southern woods. Canada has the same quality of white pine as the North-West, and a vast amount of it. Suppose Canadian lumber is admitted free. What would be the probable consequence? Why, those Michigan, Wisconsin, Iowa, Minnesota, mill men and lumbermen all along the northern limits of the States, with their high-capacity mills, long experience, and unlimited capital, would flood this country with white pine and other lumber at prices two or three dollars less than present quotation, and capture all the trade above the the 38th parallel of latitude.

The same journal in another article says:

The tariff on lumber is a small matter. There is only one country—Canada—that can compete with the States in quality and price. How far-reaching the repeal of the Canadian lumber import duty would prove is a question that the wisest statesmen do not agree upon. Some say it will merely add to the value of Canadian stumpage. Others hold that it will reduce the prices of white pine, spruce, hemlock, and all lumber manufactured north of forty degrees of latitude. We are not prepared to say which opinion is the correct one, but we do know for a fact that the yellow pine, poplar, and hardwood lumber interests of the South have everything to lose and nothing to gain by admitting lumber free of duty.

The *Northwestern Lumbermen* is not satisfied with the duty being reduced to what it was last fall, but favors retaliation in case the export duty is not repealed altogether. It says:

Inquiry at Washington has brought to light nothing to confirm the report that the United States officials have been entertaining a proposition for reciprocal trade in lumber, and it is apparent that nothing in that direction can be done except by act of congress. Canada has everything to gain by free lumber, and the United States much to lose, and this is the view taken at Washington. It is scarcely likely that the lumbermen will cease their efforts to induce congress to pass a law that will add the amount of the export log duty to the import lumber duty. At $4 a thousand duty the Canadian lumber trade with the United States would be killed within a year. There is no reason why the entire export duty should not be removed, and that is what the American lumbermen will stand for.

The *Chicago Timberman* says:

The reduction of the export duty has already aroused discussion in Saginaw and Bay City, Michigan, as to the probability of rebuilding several of the mills which have been destroyed by fire within the past year, as it is confidently believed that but for the advance of the export duty last year some of the cremated mills would have risen, phœnix-like, from their ashes, and been in active and successful operation ere this, and life and activity prevailing where the stillness of death holds supreme sway at present. This question, however, as yet, is a mere matter of speculation, as no expression has emanated from those directly interested indicating their intentions or definite conclusions in relation to the subject. But a more hopeful feeling is pervading all classes in regard to the future of the lumber industry on the Saginaw river, and at Huron shore points.

The reduction of the export duty on logs is pregnant with possibilities for the owners of saw mills and the labor element alike who perceive therein a new lease of life for all concerned, by the introduction of vast quantities of the raw material which is the foundation of a lively hope for continued activity and prosperity for many years to come.

The Cleveland *Leader*, the leading Republican paper of northern Ohio, takes a very deliberate view of the situation:

It would certainly be an advantage to this country to secure pine logs free of the Canadian export duty, if we do not pay too much for it, seeing that our own supply of logs is vanishing with no hope of renewal. But to sacrifice or imperil our great lumber manufacturing industry by an indiscriminate free trade measure like the Mills' Bill would be folly. We want the Canadian logs, but we do not need Canadian lumber, and there is just where the difficulty will arise, for the Canadians want to sell us lumber instead of logs.

That an agreement can be reached that will secure us free access to the Canadian pineries without imperiling the employment of tens of thousands of American workingmen and hundreds of millions of American capital engaged in our lumber manufactories, is doubtful, but not impossible. Perhaps the Canadians will accept less than they ask, or perhaps they will accept some other concession not unfavorable to American interests, in return for this privilege. The prosperity of whole cities and sections of the United States might easily be destroyed by a careless or indifferent settlement of the question. Such a settlement might lead to a disastrous shifting of the centres of the lumber production and associated interests. And then, again, the matter might be arranged in a way consistent with the safety of these interests.

The subject is one that is likely to attract a great deal of attention in the early future, and under a Republican Administration and Congress it will be settled on the lines of a wise protective policy.

The *Mississippi Valley Lumberman* of July 5th says:

The move is one in the right direction, no matter what may have prompted it, and it is to be hoped that no obstacle will come in the way of its being carried into effect by both Canada and the United States. Putting aside all the protection or free trade theories as a matter of policy, or political preference, it is certain that the lumber manufacturers of this locality would lose nothing by absolute free trade in lumber, and they might gain something in area into which they might distribute their goods. No such change in the tariff provisions of the two countries could be made without the action of congress although it is probable that any negotiations which might now be had between representatives of the two governments would be potential in bringing about a change when congress meets.

ONTARIO'S FOREST CAPITAL.

As a matter of interest to many of our readers, we reproduce from the *Empire* of July 11th, one of several communications upon the important question of forestry, which have recently appeared in that journal. Shorn of its political views, it contains matter replete with instruction, and furnishes much food for reflection. Without acceding to everything the writer says, we lay it before our readers for what it is worth, and as it contains several points which are open for discussion, we cordially invite communications from practical men who feel at all interested in Ontario's forests and the prosperity of the province.

In my last I proposed to show that the past and present policy of the Ontario Government as regards export timber—that is square and board timber—involves a loss to the province which is not generally understood or realized. I need scarcely explain that Ontario's forest exports consist largely of hewn timber which is rafted to Quebec for shipment. In addition to this there is our manufactured lumber, many million feet of which are prepared on the Georgian Bay and elsewhere for export to the United States. The latter involves very little loss in its manufacture, and therefore need not at present be further noticed. My present object, however, is to show the immense waste incident to the manufacture of hewn timber, and in consequence, the absolute loss sustained. This loss is by no means unavoidable, but wholly due to downright mismanagement.

Every "stick" of hewn timber made in the woods involves on an average not less than 90 to 100 per cent. of absolute waste! To those unacquainted with the subject—which includes the greater majority of our people—this, in absence of clear proof may seem incredible. Such, however, will do well to follow me while I detail the ordinary operations in "getting out" this class of timber:

When limits are sold by the Government there seem to be no particular conditions imposed, such as making it imperative that the lumberman take out his hewn timber and the saw logs at the same time, the evil consequences of which neglect will appear as we proceed. Where the license holder begins by getting out his hewn timber—that species as a rule being the most profitable—he selects trees of the very first class, free from "punk" and "faults"; but no matter how much of an expert a foreman may be he often fells trees which when tried are found to be unfit for his purpose, and in consequence, although containing good saw logs they are discarded and left a prey to the universal and inevitable pine grub. Of course the amount of waste sustained in this particular way will depend a good deal on the locality—some bearing better pine and freer from "culls" than others. But in the best limits there is a large percentage of loss sustained in this way alone, varying from 15 to 25 per cent. while in less sound limits this percentage is often doubled, and indeed sometimes trebled. Where hewn timber alone is taken out as described, all sawlog timber felled as trial trees in the way described after being "nicked" in several places to test their soundness, are left to be attacked and riddled by the pine grub during the following spring and summer, and thus rendered useless for any purpose whatever.

The next consideration is what length of any tree is of a quality fit for hewn timber, free from faults, knots and punk? Those parts of a tree suitable for hewn timber are of very uncertain lengths. The average pine tree, the parts of which are more or less serviceable, may be fairly put at about 55 feet. Of this, lengths of from 12 to 20 feet, and sometimes from 20 to 40 feet are of hewn timber quality, the balance, suitable for saw logs, if not taken out at the same time as the hewn timber, being in the way described, left to rot. It is, therefore, safe to say that, at the very least, in the manufacture of hewn timber, 100 per cent. not only in quality but in actual cash value, of our pine forest property goes to waste. Of course hewn timber, being as a rule more profitable to the lumberman than saw logs, it is first seized on, and all else is left as waste. As already stated, the amount of waste largely depends on the quality of pine in different localities—some bearing sounder pine than others—but I think the estimate I have given is within, rather than over, the mark. Some years ago I was assured by a gentleman largely engaged in the lumber trade, that the capital employed in this branch of our commerce was equal to the entire banking capital of Canada, Now, if that be so, and my authority was a man of wealth and great experience, it may well give rise to somewhat strange reflections. In the first place it shows the havoc being made on our forests by so potent a force of capital; and next it shows the anamoly that this capital—or rather our share of it—is employed in Ontario to produce a waste and consequent loss to the province—on hewn timber at least—of not less than one hundred per cent!

The subject under discussion is one of great importance to Ontario both from economic and financial points of view, and during the next session of the Ontario Legislature I hope that the country at large will speak out in such decided terms that Mr. Mowat cannot again successfully hide such mismanagement as I have tried to expose, by refusing a commission of enquiry into the facts here charged against his Government, in a department which, of all others, so far as pine timber is concerned, is at least known to the public, and as to which in the interest of his Government he seems bound to prolong popular ignorance. To obtain such a commission is of great importance, as its results would form the basis of some system which would place our forest administration under some regulations worthy of the public interests at stake.

In connection with this subject a higly important question arises, namely, What does Ontario gain or lose by our present pine forest policy? It seems as if the Government of the day considered the revenue derived from sales of pine limits as clear gain to the province. Nothing could possibly be more fallacious. The timber is the property of Ontario held in trust by each succeeding Government; but if the waste attending the present system be set down as annual loss—which it certainly is—to be deducted from the Government's annual revenue from pine, the question is, what would be left? A balance in favor of Ontario? I have the best of all reasons to doubt it. Indeed, from a long and varied experience I am bound to believe that a disinterested commission would as the result of exhaustive enquiry, arrive at the inevitable conclusion that on hewn timber the Province of Ontario would have no annual balance at all left to it—with the capital represented by its timber spent and gone as well, and that irretrievably! The momentary advantage of accommodation by drawing on this species of capital for curreut expenditure is an utterly unwise and unpatriotic policy, unrecognized alike by commerce and common sense. From all that has been said it naturally follows as an unavoidable conclusion that our pine forests are rapidly melting away without bringing to Ontario any return, if we balance waste against the price of limits, dues, etc., or in other words under the present mismanaged state of matters, we are virtually—nay actually—giving away to other countries our pine wealth for nothing, so far as the Province is concerned. Cover it by whatever logic you please, this is the rock bottom of the matter.

The lumberman may get rich, but not the province. I am not blaming the lumberman, however, he has a perfect right as a busiman to attend to his own interests, which, undoubtedly are weighty and important, but I do blame the Government, which seems to care just for the present, without the remotest regard for the future.

Two piles of lumber were burned in Hillman's lumber yard on the Ottawa river on July 16th. The brigade in connection with the mill held the flames in check and prevented further disaster.

BRITISH COLUMBIA.

[From our Regular Correspondent.

NEW WESTMINSTER, B. C., June 29th, 1889.

Your last month's issue was duly appreciated by those interested in the lumber industry in this country, as coast news is very scarce inland and *vice versa*. Your correspondent recently returned from a trip through the mountains and the Northwest Territories, calling upon all the prominent mill owners inland, and was surprised at the activity displayed everywhere, and the anxiety shown by mill owners to properly attend to the orders arriving by almost every mail from Calgary and other points in the Northwest Territory. Proceeding as far east as Winnipeg, I found the dealers doing a large trade in British Columbia shingles, large stocks of which are constantly kept on hand; but owing to the continued demand, stocks are being continually broken. I found from the testimony of consumers that these shingles gave great satisfaction owing to their lasting qualities and freedom from warping. The cedar from which they are made covers at least one-eighth of the territory of the mainland of British Columbia.

At Beaver, some magnificent timber is being used up to meet the requirements of the market, and Mr. Robinson, who put in additional machinery for this season's work, finds himself compelled to refuse orders, and is already talking of making additional improvements to meet the demand for next season. Mr. W. C. Wells, of Palliser, is running night and day to keep his customers quiet, and in no case being able to keep up with the demand.

Mr. G. O. Buchanan took a saw mill he was running into sections, and with boat and packing on horses transferred it to Nelson, about 120 miles south of the railroad, where settlers are going in and a large mining industry is opening up. From a recent letter he expects to retire in a short time if prices keep up.

At Revelstoke, Mr. Valentine, a shrewd Michigan lumberman, is putting up a complete shingle mill, and proposes for the present to cut nothing else. The frame work of the mill was all up and the machinery having just arrived he was busy unloading it. In the course of conversation he remarked that Canadian manufacturers could turn out machinery that equalled anything he had ever seen in Michigan, especially the engine and boiler from the Wm. Hamilton Manufacturing Company, of Peterborough, who supplied all the machinery. He expects to be running in a very short time, and a steady stream of shingles will be placed in the Northwest and Manitoba at the rate of about 120,000 a day. At the same place an American firm are applying for timber grants with the idea of building a mill on the Columbia River with a capacity of 100,000 feet a day. From present prospects they expect to turn out lumber cheaper than any place in British Columbia, being adjacent to some of the most magnificent timber limits that can be seen anywhere. The amount of lumber that can be got out of one stick is truly marvelous. But more in regard to the size of timber in another letter.

All through the mountains there are people talking of mills going to be built in the near future, and if the population of the Northwest and Manitoba increases to the extent that the emigration agents swear to, the demand for lumber will increase at least 50% a year for many years to come. The lumber must come from the mountains, and allowing that the cost of turning it out is the same, the large mills on the coast cannot compete, as they have a very stiff railroad rate against them.

The lumber industry on the coast, to say the least, is "booming". Every one talks lumber, and within the last week one firm, representing some of the large machinery manufacturers in the east, have figured on three mills which capitalists are talking of building, one with a capacity of 120,000 on the island, somewhere in the vicinity of Alberna on the west coast, another of 50,000 to be built on the north coast of the mainland by American capitalists, and one to be built on the Frazer river by an English firm whose representative is now in this country.

Three vessels have cleared this month, one for Valparaso, South America; one for Australia and one for England. There is one now loading at the Royal City Mills, New Westminster, which will clear about the 5th of July for London, England. Four vessels have arrived in mainland waters to load for different parts of the world, and one on island waters for Australia.

Some of the timber being loaded on the *Mac Duff* at New Westminster, are fine specimens of the British Columbia forests. Sticks from 90 to 110 feet in length, 20x20 to 24x24 are being drawn into the hold by a steam hoist, and are said to be the finest specimens of fir ever sent out of this country. The cargo is destined for the London market, and none but the very best being accepted, it will be a grand advertisement for the most western province of Britain's American possessions.

The Maclaren Ross mill, at New Westminster, is beginning to have a very visible appearance. The piles are almost all in, the timbers for the frame are being sawed, and a large staff of hands are constantly kept busy in getting it into shape. When complete it will be about the most complete mill on the continent.

FIR.

FILING SHINGLE SAWS.

BY FOREMAN.

Of this style of saw we hear and see but little in the way of information about keeping it in order. This can be attributed to the fact that good shingle saw filers are as scarce as rotary filers who can master their own saws. I have the opinion of but few on this subject, and have caught what I know about shingle saws almost from my own experience, and while I do not wish to boast, will say that I am actually sawing $25 worth of timber a day in using 18 and 19-gauge saws over my neighboring filers who are using 15 and 16-guage saws; besides I am making the smoothest shingle on the same feed. This assertion can be proven.

These filers are considered first-class, and are paid from four to five dollars per day for their work. What can be the trouble? First, I run 120 teeth to a saw, to their 80 or 90. Now their is hardly a limit to the amount of teeth a shingle saw can have. A saw running on ¾-inch feed will do well with 140 teeth, and should have that number if economy in timber is sought for, which certainly ought to be the aim in sawing shingles.

Talk about economy in thin saws for board sawing, I have seen men have the thin saw craze as far as their large circulars were concerned, yet pay no attention to what their shingle saws were doing, when in reality the shingle saws were throwing away thousands of dollars annually in saw dust.

A thin shingle saw will not run with the same number of teeth that a thick one will. A 16-guage saw will not run as well with 80 teeth, as a 19-gauge will with 130. Each tooth cuts then a fine shaving, making a perfectly smooth shingle, where if the same saw had a much less number of teeth, they would be springing, dodging and making clips.

There are many things to be taken into consideration in using thin shingle saws. First, collar, saw and pulley must be in perfect balance, and run at a high speed; teeth as short as possible, to clear with round throats, filed perfectly square, with partially spring set and a little swaging. This latter many will condemn until they have had experience with thin saws running on a power feed machine. Some may ask, why should and how can such thin teeth be swaged? The reason that they must be swaged a trifle is this: The teeth of an 18 or 19-guage saw are very thin, and to give the saw the set that it must have, leaves a little core or part in the centre of the cut that the teeth do not remove; that is, each tooth cuts hardly half the kerf, and the result is bad shingles, with a nice lot of small straight shavings accumulating with the shingles. Some say this is too much set; that it don't require much set with so many teeth; don't require any more set than a thick saw; but if one will just take the guage from which a thick saw was set and set the thin one to it, he will be surprised at the thin saw apparently having so much set, when in reality the set is equal. To look at the spring of a thin tooth it seems to be much more than the same set of a thicker one. A thick saw can be forced with less set than a thin one: that is, the set of the latter must be kept the same, and set almost every filing.

Thin saws require straightening oftener, as the edge drops down; it should be kept up a trifle higher than the centre of the saw. Any good filer understands these requirements and some are paid as high as $8 per day to attend to such saws, and are cheap at that price.

A Monarch of the Forest.

The San Francisco *Alta* says:—Near the West bank of Austin creek, the ruthless woodman's axe recently laid low one of nature's kinglest growths. For a thousand years his vegetable majesty had lifted his proud head annually nearer the clouds, and taken upon himself, month by month, more and more of that colossal bulk which marks the true forest king. It measured 38 feet in girth three feet above the ground, and was 310 feet high. It took two most accomplished axemen, with the best of modern tools, nearly a day and a quarter to cut it away to a point where its own vast weight caused it to topple and fall. With that wonderful skill which only long experience gives, these veteran axemen, under the direction of Foreman Soper, laid the monster so exactly as to drive a stake previously set 200 feet from its base, on the bank of the creek. Even at that point the great tree was over 20 feet around, and the upper 100 feet crashed down across the creek, swept down the telegraph line, snapped two telegraph poles short off, and fell across the railway track of the North Pacific Coast railroad. The fall shook the earth in a local earthquake felt half a mile off, sent up clouds of dust, completely obscuring the great trunk, and sent forth a report like a heavy artillery.

A Park for Ontario.

A very sensible suggestion has been made by the Canadian Institute. A deputation from that body waited upon the Hon. A. S. Hardy, the Ontario Commissioner of Crown Lands, last week to explain a scheme for a great provincial park for Ontario. They propose a tract of land 36 miles long by 28 miles wide, comprising about 1,000 square miles, back of Haliburton in the Nipissing District, should be set apart and called the Algonquin Park. The region includes the head waters of the river system of Central Ontario, and the object is to protect these rivers and provide a refuge for the last survivors of finned, furred and feathered game of the Province, which will otherwise soon be extinct. The lands spoken of are wild lands, unfit for agriculture, of little value for lumbering, therefore the cost of the scheme would be trifling. The commissioner received the deputation courteously, was impressed with the importance of their suggestion, and promised early and favorable consideration. It is to be hoped that the government will see its way clear to adopt some such suggestion, as a park like the one proposed would cost but little and its value to the Province would be immeasurable, furnishing needed, protection for our fast diminishing game and a vast pleasure ground for our people.

Trade with South America.

The Hon. John Macdonald, who last year visited the West Indies and British Guiana, with a view to studying the present and possible commercial relations between those countries and Canada, furnishes some very interesting data by way of comparison, in which he shows the extent to which both the United States and the Dominion share in that trade. With regard to lumber and other products of the forest imported by the countries visited from Canada and the United States during 1887, he shows that Trinidad took 323,774 staves from the United States and none from Canada. To the island of Barbadoes the United States sent 3,907,220 staves and shooks, while Canada only exported 131,822 to that island. Of white pine lumber the United States sent 2,582,080 feet and Canada 7,336,505 feet to Barbadoes, and of shingles the United States 556,150 and Canada 3,520,850. To Trinidad Canada sent 179,000 shingles, while the United States only sent 95,000. To British Guiana the United States sent 3,824,505 feet of lumber, 335,195 staves, while Canada sent 6,139,140 feet of lumber and 637,345 staves. With a view to developing trade between Canada and South America, the Dominion parliament last session voted the sum of $50,000 as a subsidy to be awarded to such company as would establish direct steam communication between the Dominion and South American ports.

HOME AND FOREIGN TRADE REVIEW.

Office of CANADA LUMBERMAN,
July 31st, 1889.

The month of July is always quiet. "Quiet" is the word that describes the local trade of Toronto at the present time, and the same may be said of Ontario also. House building in Toronto is not being pushed to anything like the same extent as in former years, and this may be expected for the remainder of the season. There are no changes to note in either price or sale. Yard stocks are fairly large; but dealers are buying cautiously and there is no tendency to overbuy. Prices generally are still being maintained, as dry lumber at the mills is rapidly becoming scarce, and the new cut has not commenced to move.

Good lumber is rather slow of sale, and there seems to be no prospect of immediate improvement. United States buyers report the yards overstocked with good lumber.

Shingles are plentiful and prices are down for any but high class and well known brands.

Lath are not much in demand at present.

The usual blockade on the Grand Trunk has been in force occasioning great annoyance and inconvenience to the lumber dealers.

There is a slight improvement in the movement of lumber stocks in the Ottawa district. Prices are practically unchanged. Cheaper grades of Pine, especially box, are moving more freely than the other grades. Ash is quiet, as the furniture men are not doing much. Pine and Cedar shingles are moving slowly with frequent shading of prices, as Michigan has a large stock. Canal freights show no change, but with the movement of the crops will no doubt advance.

At Montreal, transactions in lumber have been confined to small lots; but prices have mainly ruled steady. Offerings of car lots have been frequent, and a disposition has been manifested in some quarters to force sales even by making a cut in prices. Contractors appear to be in no disposition to buy, saying they have ample stocks for their requirements. About all that is doing is to supply immediate wants.

At Quebec, early in the month, trade was quiet, the few rafts still for sale were held for higher rates, and owing the scarcity and high rates of tonnage few sales were made. The feeling in England seems to be good, though some houses complain that they are offered low rates for first quality Pine Deals. Business interests have suffered to some extent on account of the staff of cullers being reduced, last winter's cut of lumber being treble that of previous years.

Within the past two weeks there has been greater activity in the trade. A number of Ottawa rafts have changed hands at unprecedented prices. Mr. Robert Booth's Nipissing raft, containing 70,000 feet Square White Pine, 62 feet average, and 21,000 feet Waney Pine, 22 inches average, sold at 40½ cents to Messrs. Smith, Wade & Co. Mr. Edward Skead's Rouge raft, containing 33,000 feet Waney Pine, 21 inches average, and 10,000 feet Square White Pine, 46 feet average, sold at equal to 41½ cents all round to the same firm. With every allowance for the fine quality of these parcels such figures have never previously been paid for Ottawa rafts. Messrs. J. & G. Bryson also sold a parcel of large average Square White Pine at 43 cents. Oak in the dram has been sold at 50 cents.

Steamers are rapidly supplementing sailing vessels in the Quebec timber trade. Ocean freights: Transactions are reported, Quebec to Liverpool, Timber, 28s @ 29s; Quebec to Greenock, 27s 6d @ 28s 6d; Quebec to Cardiff, 26s; Montreal to London or Liverpool, Deals, 67s 6d.

Lumber shipments from St. John to great Britain and the United States have been very large.

FOREIGN.

Business at London and on the coast has been rather quiet during the month. Buyers in general are not disposed to purchase under the impression that free-on-board prices are likely to give way in the autumn. With few exceptions, sellers have succeeded in clearing their entire stocks for the season, and the specifications now in hand of agents are few.

The loss sustained by the burning of the Surrey Commercial Docks, on July 5th, is estimated at 1,400 standards of deals, battens and floorings.

Canadian rates kept firm at 67s 6d, from Miramichi to west coast of England, and 70s from Montreal.

Messrs. Denny, Mott & Dickson's wood circular, under date of July 11th, says:—

An instalment by steamer of the new season stock of Canadian timber came to hand last month. The elm and yellow pine should have been very welcome on a bare market, but considerable dissappointment has been caused by some of the shipment having fallen short of the expected quality. Prices for both oak and elm are easier, but yellow pine, both square and waney, remain firm.

PITCH PINE TIMBER.—In the beginning of the year, Stocks of both hewn and sawn logs were well nigh exhausted; but fully two months before the usual time, large supplies were brought forward by steamers which followed one another in rapid succession; and, as a consequence, the Dock ponds, which previously presented an abnormally bare appearance, were speedily filled. A noteworthy fact is that, as steamers have as a rule no portholes, the cargo averages have been under 35 feet cube, or in cases where this useful average has been observed, the logs have mostly been under 35 feet in length, and of 14 inches and upwards square; the desirable sizes of 36 to 46 feet long, and 12 to 13 inches square being therefore scarce, command good prices, but for other sizes trade continues dull, with excessive stocks. Freights, however, still run high, and there is no immediate prospect of much fall in values.

FIR TIMBER.—Deliveries have somewhat improved, but trade is still unsatisfactory, being in great part held in check by the prices demanded for parcels held for shippers' account. Small wood is rather lower, but full average cargoes are held very firmly in spite of large stocks and slow demand. Best timber remains scarce.

Messrs. Farnsworth & Jardine, under date of July 11th, advise us that the arrivals from British North America during the past month have been 37 vessels, 40,201 tons, against 30 vessels, 28,173 tons, during the corresponding month last year, and the aggregate tonnage to this date from all places during the years 1887, 1888 and 1889 has been 115,536, 128,982, and 154,453 tons respectively. Business, generally, has been satisfactory throughout the month, imports have been large but prices are steady, and stocks of most articles are moderate. Canadian Woods, Quebec—Yellow pine timber, several parcels of waney and square have arrived by steamer; the demand has not been active, and it is most difficult to realise the high cost of importation. Red pine has not been enquired for; the stock is sufficient. Oak has been imported too freely, and chiefly inferior quality from the Southern United States ports, and for this class of wood there has been a serious decline in value; indeed, at the moment it is almost unsaleable: several large parcels have been stored, and the stock is much to heavy. Oak planks still continue to arrive too freely, and, although the demand has been fair, stocks are too heavy, and prices have a downward tendency. Elm has been imported moderately; there has been a little more enquiry, but the value is unchanged. Ash—The import has consisted of a parcel of United States wood of inferior quality, which realised a low price; the demand is dull, and the stock is heavy. Pine deals—The arrivals have been chiefly on contract, and have gone freely into consumption; there is no change in value to report, and the stock is ample. New Brunswick and Nova Scotia spruce and pine deals—Of spruce the import has been heavy, viz., 14,036 standards against 7,056 standards last year, and 2,718 standards in the previous one; the deliveries continue good, and most of the arrivals are going direct from the quay, as is usual in the early part of the season; prices are steady, and the stock moderate; the arrivals have again been chiefly by steamers. Pine deals—Several parcels have arrived from Miramichi on contract, and have been in fair demand.

American Black Walnut is in fair demand. The better grades of quality being mostly in request. The yards are fully stocked with inferior descriptions, and move off slowly. In American whitewood there is a good demand and inferior stocks are moving off better. There is a steady demand for American white oak at fully maintained prices. Logs are not so saleable as lumber.

BRITISH BOARD OF TRADE RETURNS.

The total values of the imports to the United Kingdom during June amounted to £29,294.015, against £30,478,854 imported in June last year, showing a decrease of £1,184,839. The exports for the same month are valued at £18,612,206, the total value for June of last year being £19,042,845, showing a falling off in the exports of £430,339.

The importation of wood shows a steady increase in the totals. The month of June shows an increase on hewn timber from all the chief places except Germany, from which place a heavy supply was received during the two previous months. On the six months the import from that country gives an increase on last year's shipment of 23,899 loads. On sawn and split wood the increase is, for the month, Russia 38,938 loads, Sweden and Norway 73,801 loads, and the United States 3,491 loads, the only decrease being in the Canadian import, which is less by 306 loads than June of last year.

The total importation for June shows an increase of 17-4 per cent. compared with June 1888, while the value gives an increase of 32-9 for the same period. This large increase in value is sufficiently explained by the fact that present prices are much higher than those ruling twelve months ago.

On sawn and split goods Russia shows an increase of 107,302 loads, on the six months, Sweden and Norway 199,733 loads, United States 53,787 loads, and Canada, an increase for the six months of 21,752 loads, the total increase on last year's import from the countries named amounting to 382,574 loads.

The following are the official returns of the import of wood goods for the month of June 1888 and 1889, compared, and for the six months ending June 30th, 1888 and 1889, compared.

Month ending June 30th.

	QUANTITY.		VALUE.	
	1888.	1889.	1888.	1889
Timber (Hewn)	Loads	Loads.	£	£
Russia	27,782	36,019	40,492	64,917
Sweden and Norway	59,622	49,132	69,503	69,092
Germany	40,010	22,435	95,009	63,509
United States	17,661	19,262	65,771	79,392
British E. Indies	1,041	939	11,224	11,532
British North America	2,951	8,378	10,392	48,333
Other Countries	35.527	43,568	45,373	41,629
Total	184,591	179,733	337,764	373,404
Timber (Sawn or Split, Planed or dressed.)				
Russia	119,749	158,187	227,403	350,343
Sweden & Norway	179,291	253,092	371,632	608,162
United States	40,641	44,132	110,073	138,338
British North America	99,148	98,842	252,526	265,045
Other Countries	10,163	9,445	26,691	26,942
Total	448,492	563,698	988,328	1,388,830
Staves (all sizes)	11,925	11,818	59,670	46,036
Mahogany (tons)	4,655	1,118	50,356	11,428
Total of Hewn and Sawn	633,086	743,431	1,326,092	1,762,234

Six Months ending June 30th.

	QUANTITY.		VALUE.	
	1888.	1889	1888.	1889.
Timber (Hewn).	Loads	Loads	£	£
Russia	39,800	74,711	62,712	138,499
Sweden and Norway	240,129	293,573	300,803	423,077
Germany	90,122	114,021	212,304	312,232
United States	58,529	65,998	233,920	276,237
British E. Indies	14,885	26,192	172,275	305,680
British North America	4,411	11,912	15,259	59,595
Other Countries	251,848	300,601	245,483	345,922
Total	699,724	887,098	1,242,756	1,861,553
Timber (Sawn or Split Planed or Dressed).				
Russia	154,938	262,240	288,552	576,039
Sweden & Norway	446,205	645,938	929,956	1,538,390
United States	131,053	184,840	353,315	585,189
British North America	177,286	199,038	403,150	511,252
Other Countries	38,312	59,255	102,702	168,085
Total	947,794	1,351,311	2,082,675	3,378,955
Staves (all sizes)	45,270	57,646	234,002	265,355
Mahogany (tons)	24,453	20,304	221,180	180,470
Total of Hewn & Sawn	1,647,518	2,238,319	3,325,431	5,210,580

OUR TIMBER EXPORTS TO BRITAIN.

The following cargoes of Canadian wood have been reported at various United Kingdom ports since our last issue:

ABERDEEN.—Sago, Quebec, 40 pcs. hewn oak, 54 pcs. hewn elm, 161 pcs. hewn birch, 20 pcs. hewn ash, 242 pcs. waney pine, 6,588 pine deals, 1,182 ends.

AYR.—Norway, Quebec, 638 pcs. hewn fir, 3,061 deals. Hjellestad, Halifax, 11,192 deals.

BARROW.—Hoverton, St. John, 70,106 boards and ends.

BELFAST.—Capenhurst, Miramichi, 19,161 deals and ends. City of Adelaide, Miramichi, 25,992 deals, 8,500 palings. Norman, Miramichi, 28,129 deals, ends and scantlings, 12,000 palings. Lothair, Miramichi, 19,808 deals and ends. Assunna, Miramichi, 26,122 deals and ends, 1,200 palings.

Cathinea, Richibucto, 13,865 deals and ends. Vance, Miramichi, 14,599 deals and ends. Muriel, Miramichi, 10,000 staves, 17,982 deals and ends.

BRISTOL.—Dominion, Montreal, 5 pkgs. woodware, 6,960 pcs. deals. Ontario, Montreal, 25 pcs. splints, 11,660 deals, 3,007 boards. Disponent, Halifax, N.S., 16,206 pcs. deals and ends. Texas, Montreal, 5,368 deals.

BRIDGEWATER.—Eras, Sherbrooke, N.S., 7,801 deals and ends.

CARDIFF.—Warsaw, St. John, 41,294 deals, boards and ends. Ida B., Miramichi, 23,520 deals. Express, Miramichi, 17,214 deals.

CARNARVON.—Norrona, West Bay, N.S., 11,381 deals.

CORK.—Asta, St. John, 15,863 deals, battens and ends. Sentinel, St. John, 15,632 deals and battens.

DUNDEE.—St. George, Montreal, 248 pcs. yellow pine, 23,165 deals, boards and ends, 188 pcs. hewn birch, 4,800 oak staves.

DUNDALK.—Eva Lynch, St. John, 16,569 deals and battens.

FLEETWOOD.—Henry, St. John, 34,428 deals. Hebe, Halifax, 12,886 deals. Nort Cambria, Miramichi, 63,986 deals and ends. Washington City, St. John, 57,687 deals, 1,166 boards. Neptune, Halifax, 14,893 deals, 3,548 birch deals. Aigat, St. John, 30,302 deals.

GLASGOW.—Corean, Montreal, 13,221 deals. Circe, Montreal, 164 pcs. birch, 828 deals. Norwegian, Montreal, 62 pcs. ash, 320 pcs. birch, 5,541 deals. Siberian, Quebec, 1,489 deals. Brodrene, Miramichi, 18,002 battens and deals. Dunmore, Montreal, 33,224 deals, 40 pcs. ash, 10 pcs. square pine. Somerset, Bathurst, 11,273 deals, 871 ends. Louise, Bathurst, 14,359 deals, 11,300 ends.

GREENOCK.—Arizona, Quebec, 218 pcs. oak, 111 pcs. elm, 10 pcs. hickory, 112 pcs. red pine, 513 pcs. square white pine, 532 pcs. waney pine, 4,466 spruce deals, 175 pcs. birch, 2,688 pine deals, 2,627 pipe staves. Plantaganet, Quebec, 3,160 pine deals, 281 pcs. ash, 193 pcs. birch, 130 pcs. red pine, 469 pcs. white pine, 818 deal ends, 887 pipe staves, 3,600 staves, 168 pcs. oak, 346 pcs. white pine, 2 pcs. round hickory. Prince Charlie, Quebec, 3,505 pine staves, 10,180 spruce deals, 1,205 pine deal ends, 215 pcs. oak, 658 pcs. pine, 155 pcs. elm, 171 pcs. birch, 182 pcs. red pine, 160 pcs. waney pine. Tasamanian, Quebec, 200 pcs. elm, 91 pcs. red pine, 919 pcs. square pine, 4,225 spruce deals, 1,013 pipe staves.

GLOUCESTER.—North Anglia, St. John, 53,392 deals. Brilliant, Bathurst, 31,299 deals. Strauss, Miramichi, 30,202 deals.

LEITH.—Barcelona, Quebec, 153 birch logs, 82 ash logs, 202 waney pine logs, 8,721 pine deals. Arlona, Montreal, 14,839 deals, 136 birch logs, 60 waney pine logs, 135 ash logs, 6 elm logs.

LANCASTER.—Zippora, Richibucto, 9,543 deals, battens and scantlings.

LIVERPOOL.—Carthaginian, Montreal, 4,285 deals. Serra, St. John, 35,698 deals and battens, 5,310 deal ends, 3,555 birch deals, 2,393 scantlings, 2,062 boards. Caravan, St. John, 32,977 spruce deals, 1,471 scantlings, 7,696 deal ends, 240 boards, 4,070 birch planks, 22 birch scantlings. Lake Nepigan, Montreal, 8,069 deals, 307 boards. Sardinian, Montreal, 332 pcs. birch timber, Quebec, 1,259 spruce deals, 1 pc. timber. Castellano, Montreal, 10,930 deals, 11,122 pine boards, 2,187 deal ends, Bastican, 24,873 deals, 20,525 spruce boards, 1,307 deal ends. Canopus, Montreal, 3,928 deals, 5,718 deal ends, 6,683 boards, 4,323 spruce deals, 245 pcs. timber. Sarnia, Montreal, 21,874 deals. Persian Prince, Miramichi, 930 stds. deals. Enrique, St. John, 34,569 deals, 5,621 scantlings, 3,165 deal ends, 8,435 boards, 7,879 birch ends. Coventry, Miramichi, 46,133 deals and boards, 19,254 deal ends. British Prince, Quebec, 4,779 spruce deal ends 10,968 spruce ends, 144 pcs. oak, 184 pcs. elm, 597 pcs. waney, 507 pcs. pine, 1,324 pine deals, 496 pcs. birch. Lake Superior, Montreal, 103 logs timber, 2,754 deals, 949 boards. Oregon, Montreal, 289 pcs. timber, 21,611 deals and ends, 1,903 boards, 3,558 pine deals. Circassian, Montreal, 6,911 deals. Tikoma, St. John, 25,461 deals, scantlings, &c. Larebosco, Miramichi, 9,932 deals, 63,875 deals, boards, &c. Henri IV, Quebec, 4,999 spruce deals, 2,278 spruce ends, 64 pcs. elm, 594 pcs. birch, 878 pcs. white pine, 41 pcs. ash, 38 pcs. red pine. Vanduara, St. John, 38,327 deals and battens, 4,156 pcs. scantlings, 5,493 deal ends, 1,043 boards. Fri, Pugwash, 18,181 deals and battens, 1,203 deal ends. Erema, Charlottetown, 826 pcs. birch timber, 3,659 deals and ends. Guido, St. John, 58,124 deals and battens, 3,669 scantlings, 1,189 deal ends, 6,504 boards. Cadiz, St. John, 6,638 birch planks, 8,670 deal ends, 105 birch scantlings, 43,924 deals and battens, 2,488 scantlings, 1,533 boards. Valborg, St. John, 32,669 deals, boards and ends. Parisian, Montreal, 5,001 deals, Quebec, 2,635 deals, 510 maple blocks, 1,213 deals. Leonora, St. John, 44,711 deals and battens, 7,559 birch planks, 1,907 scantlings, 4,207 deals, 1,025 birch ends. Lake Winnipeg, Montreal, 2,734 deals, 3,462 boards, 10,088 deals and boards. Osmanti, Quebec, 80 logs oak, 90 pcs. elm, 699 pcs. white pine, 991 pcs. 405 pcs. waney pine, 2,318 birch planks, 12,512 spruce deals, 3,031 spruce ends. Konoma, St. John, 28,486 deals, scantlings, boards and ends. Fray, Pansborough, N.S., 10,508 deals and battens, 54 pcs. scantlings, 1,542 deal ends. Toronto, Montreal, 3,419 deals, 8,167 deal ends, 1,154 boards, 874 pine deals, 4,913 pine deals, 293 pcs. birch, 2 pcs. ash. Saturnina, Montreal, 25,267 pcs. timber. Ravensdale, St. John, 4,160 scantlings, 19,548 deals, 3,546 deal ends, 845 boards. Lake Huron, Montreal, 16,704 deals, 124 logs timber. Zanlisi, Montreal, 14,915 pine boards, 9,624 deals, 1,377 ends. Framsen, Chatham, 5,125 deals, boards &c., 2,757 spruce deals. Bessarabia, Bathurst, 57,196 spruce deals, 2,575 scantlings, 4,502 ends, 14,144 boards. Caspian, Montreal, 2,469 deals. Montreal, Montreal, 14 logs, 275 blocks maple, 6,009 deals and ends, 360 pcs. timber, 16,216 boards. Hovding, Halifax, 19,566 deals and battens, 1,809 deal ends, 211 pcs. birch timber. Neophyte, Quebec, 144 pcs. oak, 84 pcs. elm, 198 pcs. birch, 774 pcs. white pine timber, 4,017 pine deals, 1,647 pine ends, 169 pcs. red pine timber.

LONDON.—Austerlitz, Quebec, 1,920 pcs. timber, 3,799 pine deals, 3,494 ends, 39,000 staves. Hovding, Quebec, 37,329 pine deals, 3,520 ends. Kehrweider, Montreal, 16,459 deals. Gerona, Montreal, 10,230 deals, 1,012 pcs. birch. Michigan, Montreal, 13,504 pine deals. Hovding, Quebec, 3,688 deals, 33,361 deals. Joseph John, Bastican and Quebec, 50,632 spruce deals, 1,552 ends, 9,001 pine deals, 289 ends. Tropic, Quebec, 450 deals, 64 logs, 2,102 pcs. timber, 6,700 deals, 2,360 ends. Guy Colin, Quebec, 63,166 deals. Abington, Quecec, 2,028 pcs. timber, 20,719 deals, 508 ends, 2,936 spruce ends. Grecian, Montreal, 483 pcs. splints. Damara, St. John, 3,349 pcs. birch, 8,178 pcs. spruce.

LIMERICK.—David Taylor, St. John, 17,463 deals and ends. Hefhi, Quebec, 30,492 deals and ends.

NEWRY.—Ruby, Quebec, 8,922 deals and battens. Abram Young, St. John, 20,076 deals and ends.

NEWPORT.—Nevada, Miramichi, 12,808 spruce deals, 510 spruce scantlings, 1,661 spruce boards, 1,284 spruce ends.

SWANSEA.—Medusa, Yarmouth, N.S., 19,040 pcs. sawn fir, 3,537 pcs. birch. Antonetta II, Miramichi, 3,102 birch deals, 613 birch ends, 2,434 spruce deal ends, 11,255 spruce deals. Laverello, Newcastle N.B., 12,600 deals and battens, 3,082 deal ends. Passepartont, St. John, 17,963 pcs. sawn fir.

TROON.—Rival, Halifax, 9,983 deals and ends.

TYNE.—Sirocco, Quebec, 139 pcs. waney pine, 136 pcs. oak, 131 pcs. elm. 11 pcs. ash, 191 pcs. birch, 960 pcs. square pine, 736 pcs. spruce deals, 1,101 pine ends, 2,408 pine deals. Maud, Quebec, 77 pcs. oak, 160 pcs. elm, 41 pcs. ash, 35 pcs. red pine, 79 pcs. birch, 1,005 pcs. white pine timber, 2,395 pine deals, 582 spruce deals.

WATERFORD.—Oliver, St. John, 18,141 deals.

WEXFORD.—Sovereign, St. John, 10,418 deals, 10,000 laths, 16 pcs. hewn birch. Livonia, St. John, 9,500 deals.

CASUALTIES.

M. McKenzie recently had four fingers taken off by a saw at the Keewatin Lumber and Manufacturing Company's mill, at Keewatin.

A fearful fatality is reported from Cheneville, Que. Arthur Pambrun, aged 22, was sawing lumber in his father's mill when a log struck him in the legs knocking him off his balance, and causing him to fall with his neck across the circular saw. The head of the unfortunate young fellow was instantly severed from the trunk, and hurled a distance of some 20 feet. He leaves a wife and young child.

Charles H. Cleveland, son of D. C. Cleveland, Alma, N. B., met with a painful accident in his father's mill while trimming deals. His hand slipped and came in contact with the saw, severing one finger and thumb nearly off.

Arthur Margeson, proprietor of the lumber and shingle mills at Bishopville, Hants county, N. S., while assisting in unloading a steam engine was unfortunately caught by a falling piece of the machinery and had his leg severely broken, the bones protruding through the flesh.

In the Black Brook mill, Chatham, N. B., Peter Ward was sitting on a lath machine table, fooling with a man on the opposite side, the machine running at the time. In throwing a piece of bark his hand came in contact with the saw, and it was cut off and thrown across the mill.

An employee of Mr. John Harrison, of Owen Sound, was recently assisting in rolling logs down to the Beach at Dyers Bay, when he was caught by a log seventy feet long and rolled over by it. A slight depression in the ground saved the man from being killed instantly. As it was he was picked up alive, but undoubtedly, fatally injured.

Mr. Joseph Boivin, who arrived in the city on a raft of square timber belonging to Cardwell & Co., reports that six men were drowned on the way here. There were three different accidents. The first one occurred at Roches Captaines, four men losing their lives through the breaking up of a crib on which they were, while passing through the rapids. At Des Joachims the second accident occurred, where another man lost his life through the parting of a crib. Calumet was the scene of the last fatality, where a man was drowned off the crib while running the rapids. The names of the men who were drowned are not known, but it is thought they belong to Quebec. They were returning from the shanties where they had been working for the last six months.

EXPORT DUTY ON LOGS.

An Ottawa despatch to the New York *Tribune* says: The Dominion Government has been informed that R. C. Gibbs, a lumberman of Manistee, Mich., intends this season to test the legality of Canada's action in imposing duty on Canadian sawlogs. The duty was levied by the Dominion Government for the prevention of the destruction of Canadian forests. The Gibbs firm intend bringing 38,000,000 feet of Georgian Bay logs to Bay City for sawing. They contend that through a treaty between the United States and Canada, signed in 1855, they will not have to pay the duty of $2, per 1000 feet. Restitution of duties already paid is also talked of. A careful investigation of the case discloses the fact that a treaty placing all kinds of timber on the free list was adoped in 1854, but was terminated in 1866 by the United States. Upon inquiry at the Customs department here it was learned that Canada could not be held responsible, as the United States had themselves terminated the treaty in question.

Quebec Timber Trade.

—The following comparative statement shows the quantity of timber measured and culled at Quebec during the first six months of the present year and the two preceding years:

	1887.	1888.	1889.
Waney white pine	407,706	235,112	690,490
White pine	119,756	142,139	1,312,959
Red pine	328,709	88,993	156,076
Oak	293,263	368,707	412,340
Elm	140,635	103,758	356,499
Ash	25,528	40,963	178,048
Birch and maple	114,228	123,969	231,291

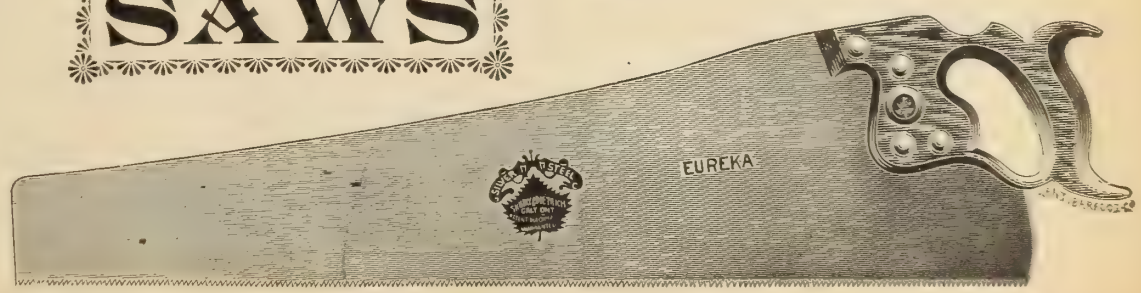
SHURLY & DIETRICH,

GALT, ONT.

MANUFACTURERS OF

THE ONLY SAW MANUFACTURERS IN THE WORLD WHO EXPORT SAWS IN LARGE QUANTITIES TO THE UNITED STATES.

SAWS



Sole Proprietors of the Secret Chemical Process of Tempering.

Our Silver Steel Saws are Unequalled.

Important Sale

OF VALUABLE

TIMBER * LIMITS

SAW MILL, MILL SITE, PILING GROUNDS, ETC.

Having decided to retire from the wholesale manufacture and sale of Lumber and Timber in order to devote more time and attention to the other branches of our manufacturing business at Hull we shall offer for sale

BY PUBLIC AUCTION

—AT THE—

Russell House, Ottawa

—ON—

Wednesday, August 14th, 1889

At 2 o'clock p. m.

Unless Previously Disposed of by Private Sale.

Our valuable

TIMBER LIMITS

comprising about 1,377 square miles, more or less, together with all

Improvements, Depots, Farms, Buildings, Supplies, Plant, Rigging, etc.

The LIMITS will be offered as nearly as possible in the under mentioned parcels:—

1. **TEMISCAMINGUE** Berths 437, 169, 118, say 125 square miles.
2. **FORT EDDY** Berths 207 8, 211-12-13-14, say 274 square miles.
3. **MAGNISSIPPI** Berths 216-17-18-19, say 156 square miles.
4. **KIPPEWA** Berths 401, 423, 469, say 109 square miles.
5. **LOWER DUMOINE** Berths 209-10, 215, say 71½ square miles.
6. **UPPER DUMOINE** Berths 387, 390-1-2, say 200 square miles.
7. **BLACK RIVER** Berths 394-5, say 100 square miles.
8. **COULONGE** Berth 220, say 50 square miles.
9. **MADAWASKA** Berths 87,8, 104.5, 174, 176, say 180 square miles.
10. **TOWNSHIP OF NIGHTINGALE** Berth 167, say 13⅝ square miles. together with the unrestricted right, free from all stumpage charges and crown dues till the 15th March, 1892, to cut the pine on the whole of the **Township of Clyde** and that portion of the **Township of Eyre** falling towards the Madawaska River 110 square miles, with benefit of extension of said right for a further period of five years from the 15th March, 1892, at an annual rental thereafter of $800,00.

ALSO OUR LARGE WATER POWER SAW MILL, SPLITTER MILL AND FILING ROOM AT HULL

with the Water and Pondage privileges, Dams, Bulkheads, etc., etc., used with the same. Fully equipped and in first-class order; cutting capacity thirty-five to forty millions per season, day watch; full complement of

LATH, PICKET AND SHINGLE MACHINERY.

Together with **LUMBER YARD "No. 5"** and the **"POINT" YARD,** being sufficient piling grounds for the said mills. These yards are well equipped with all necessary **TRAMWAYS, ENGINES AND CARS, SLIDES, DOCKS, &c** are second to none in Canada and are convenient and contiguous to the Mill property.

Also, their valuable **STEAM MILL SITE AT NEPEAN, ONT., 3 MILES DISTANT FROM OTTAWA, COMPRISING 72 ACRES,** with brick chimney, boilers, foundations, walls of buildings, etc., etc., with piers, booms, and boomage capacity for **50 M. LOGS.**

The terms and conditions of the sale will be made known at the time of sale or further and fuller particulars can be had on application to the Proprietors.

In consequence of numerous requests to offer the above Limits for sale in smaller parcels, the Company has decided to first put up the same in the parcels aforesaid, but if the price bid for any parcel should be deemed insufficient, then to withdraw such parcel and put it up in smaller parcels.

THE

E. B. EDDY MAN'F. CO.

(LIMITED)

HULL, CANADA.

Or to
GORMULLY & SINCLAIR,
Vendors' Solicitors, Ottawa.
April 3rd, 1889.

Manufacturers' Life and Accident Insurance Companies.

HEAD OFFICE,

83 King Street West, Toronto.

Sir John A. Macdonald, President.
Geo. Gooderham, Wm. Bell } Vice-Presidents
J. L. Kerr, Secretary and Treasurer
A. H. Gilbert, Supt. Agencies.

Combined Authorized Capital,		$3,000,000 00
"	Subscribed "	739,700 00
"	Cash "	150,760 00

Combined new business for 1888, 9,575,525 00
Combined new business for 1889 to June 1st, about
$3,000,000.

A FEW GOOD AGENTS WANTED
APPLY TO

Geo. A. Morrison

District Manager,

PETERBOROUGH.

THE

CANADIAN TRADE REVIEW

Finance and Insurance Record.

DEVOTED TO

Commerce, Finance, Insurance, Railways, Manufacturing, Etc.

ISSUED EVERY FRIDAY.

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City Subscribers	$2.50
Canadian Subscribers	2.00
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American "	$3.00
Single copies	10c. each

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P. O. BOX, 318.

HENRY HARVEY, Publisher and Proprietor.

Unused manuscripts not returned.

☞ All Payments to be made at the Head Office, Montreal.

TELEPHONE, 2104.

GRATEFUL—COMFORTING.

EPPS'S COCOA.

BREAKFAST,

"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of the well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavored beverage which may save us many heavy doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually fed up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame."—*Civil Service Gazette.*

Made simply with boiling water or milk. Sold only in packets, by Grocers, labelled thus:

JAS. EPPS & CO., Homœopathic Chemists, London, England.

MACHINERY FOR SALE

List of WATER WHEELS for sale by H. W. PETRIE, Brantford and Toronto.

ONE 6 inch Turbine, Goldie & McCulloch Builders.
ONE 6 inch Tyler.
ONE 60 inch Sclater.
ONE 48 inch Lefell.
ONE 48 inch Tyler in Scroll case.
ONE 48 inch Sclater.
ONE 45 inch Improved Turbine Water Wheel.
ONE 42 inch Sampson Turbine.
PAIR of Sampson Turbine Wheels, 42 inch run together.
TWO 4 inch Leffels.
ONE 36 inch Sclater.
ONE 35 inch Leffel.
ONE 33 inch Little Giant.
ONE 3½ inch Leffel.
ONE 3 inch Burnham.
ONE 26 inch Leffel.
ONE 24 inch Leffel.
ONE 20 inch Leffel.
ONE 21 inch Little Giant.
ONE 17½ inch Leffel.
ONE 15 inch Archimedian in Globe Case.
ONE 12 inch Little Giant.
ONE 10 inch Leffel, all brass, Springfield Ohio make.
WATER WHEEL GOVERNOR, Galt make.

Full particulars regarding any of the above wheels, sent on application, Address H. W. PETRIE, Brantford.

List of WOOD-WORKING MACHINES for sale by H. W. PETRIE Brantford, branch 6 Yonge St. Toronto.

ONE 24 inch Surface Planer, Rogers maker.
THREE side Moulder, Rogers make, Connecticut.
BROOM Handle Lath with wood frame, cheap.
NEW No. 2 three side molder, Galt make.
SHINGLE JOINTERS 3, 4 and 6 knives.
SAW ARBORS all sizes, Galt make.
FOOT Wiring Machine, Galt make.
ONE 12 inch Diagonal Buzz Planer.
ONE Automatic Handle Lathe.
NEW 30 inch Band Saw, Galt make.
NEW Dovetailing Machine, Tyrell's patent.
ONE Set of Hop Machines, American make.
ONE Hub Turning Lathe.
BROOM Handle Lathe, Lockport, N. Y. make.
MATCHER, Kennedy & Sons make, Owen Sound.
ONE Doherty Swing Shingle Machine.
ONE car load of new Wood-working Machinery Galt make.
ONE Laws Patent Swing Shingle Machine.
GOLDIE & McCULLOCH Stave cutter, set Equalizing saws, &c.
NO. 2 three side Molding Machine, Galt make.
SET of Box Nailing Machines.
UPRIGHT SHAPER, Galt make.
ONE Gauge Lathe, Bailey make.
ONE Planing Machine Knife Grinder.
ONE Blanchard Spoke Lathe, Fay & Co. make
ONE New Axe handle Lathe.
POWER MORTICER, Goldie & McCulloch makers.
ONE set of Spoke Machines, Foy & Co. make.
ONE Smallwood Shingle machine, Waterous make.
4 POLE Road Cars.
ONE Self Feed lath Machine, Waterous make.
ONE set of Box Nailing Machines.
NEW Gang Lath Machine.
Sand Paperers new and second hand.
ONE Saw Mill Head Block, Galt make.
ONE Fairbanks Timber Gauge.
HEADING TURNER, Goldie & McCulloch.
ONE Shingle Edger with Frame Work.
ONE Power Scroll Saw.
TWO Self Acting Shingle Machines, Quebec make.
TWO Shingle Packers all Iron.
POWER MORTICER with Boring Attachment.
DOUBLE Cope Tenoning Machine, Dundas make.
WOOD Turning Lathes Several Sizes.
Drag Saw Machine, Goldie & McCulloch.
POWER MORTICER, Galt make.
NEW Blind Slat Tenoner, Galt make
NO. 4 Cant Gourlay, Planer and Matcher.
24 inch Pony Planer, Cowan make.
ONE 24 inch Planer and Matcher, Dundas make
PLANER and Matcher, Michaels make, Detroit.
NEW Eclipse Planer and Matcher, Galt make.
ONE No. 5 Planer and Matcher, Galt make.
NEW Pony Planers and Matchers only $175.

SEND for Descriptive List giving full particulars and mention wants, to W. H. PETRIE Brantford and Toronto.

SEALED TENDERS addressed to the undersigned, and endorsed "Tender for Coal, Public Buildings" will be received until FRIDAY, 2nd August next, for all or any of the Dominion Public Buildings.

Specifications, form of tender and all necessary information can be obtained at this Department on and after Tuesday, 9th July.

Persons tendering are notified that tenders will not be considered unless made on the printed forms supplied, and signed with their actual signatures.

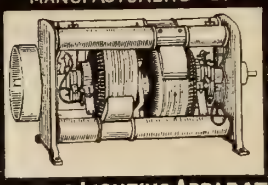
Each tender must be accompanied by an *accepted* bank cheque made payable to the order of the Honorable the Minister of Public Works, *equal to five per cent.* of the amount of the tender which will be forfeited if the party decline to enter into a contract when called upon to do so, or if he fail to complete the work contracted for. If the tender be not accepted the cheque will be returned.

The Department will not be bound to accept the lowest or any tender.

By Order,
A. GOBEIL,
Secretary.

Department of Public Works,
Ottawa, 3rd July, 1889

THE
BALL ELECTRIC LIGHT Co. LD.
MANUFACTURERS OF



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57. ADELAIDE ST. W.
TORONTO
ONT.

THIS YEAR'S

MYRTLE

CUT and PLUG

SMOKING TOBACCO

FINER THAN EVER.

See

T & B

IN BRONZE
ON EACH PLUG AND PACKAGE

A. J. HILL, M. Can. Soc. C. E. — HERBERT G. ROSS

ALBERT J. HILL & CO.

Commission and Shipping Agents

LUMBER bought and inspected for Foreign Shipment. Full and reliable information furnished on all matters connected wifh the location, quantity and quality of Timber in B. C. Timber limits explored and reported upon.

NEW WESTMINSTER, B. C.

OAK FOR SALE.

600,000 feet of Fine Standing Oak on the Thessalon River, four miles from Bruce Mines Station, C. P. R. Can be moved by rail or water. Full particulars by addressing

J. W. LANG & CO.,
33 Front St. East,
Toronto.

ENGINE AND BOILER

For Sale.

Four-Horse Power Upright Engine and Boiler, nearly new.

WILL BE SOLD AT A BARGAIN

Address, ENGINE
Care of The Canada Lumberman
Peterborough, Ont.

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Trade Marks, Timber Marks, Copyrights and Designs Registered

Advice on Patent Laws, etc.
Electrial Cases a Specialty.

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SOLICITOR AND EXPERT
Temple Building St. James St., Montreal

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DEALERS IN

SAW * MILL * MACHINERY

ENGINES, BOILERS, ETC.

NEW WESTMINSTER, B.C.

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LUMBER

TRUCK * WHEELS.

The Montreal * Car Wheel Co.

MANUFACTURERS OF

CHARCOAL IRON CHILLED

RAILROAD WHEELS

Offices: New York Life Insurance Building, Montreal.

Works: Lachine, Quebec.

WE make a Specialty of Wheels suitable for the requirements of Lumbermen and Street Car Service, and can supply them Bored, Finished and Balanced.

CORRESPONDENCE SOLICITED

J. K. POST & Co.,

LUMBER MERCHANTS

And Shipping Agents.

OSWEGO, N. Y.

SCRIBNER'S LUMBER AND LOG BOOK

Over One Million Sold.

MOST complete book of its kind ever published, Gives measurement of all kinds of Lumber. Logs, Planks, Scantling; cubical contents of square and round Timber; hints to lumber dealers; wood measure; speed of circular saws; care of saws; cord-wood tables; felling trees; growth of trees; land measure; wages, rent, board, interest, stave and heading bolts, etc. Standard book throughout the United States and Canada. Get the new illustrated edition of 1882. Ask your book-seller for it. Sent post-paid for 35 cents.

G. W. FIHER, Box 238, Rochester, N.Y., or A. G. MORTIMER. Peterboro', Ont.

ESTABLISHED 1871.

J. W. LANG & CO.

Wholesale Grocers & Importers

33, Front St. East, Toronto.

We shall be pleased to have you write to us for samples and prices of

TEAS, TOBACCOS, SUGARS, SYRUPS, RICE, Etc.

We can and will cut prices fine to large buyers.

We have a GOOD, SOUND, FINE FLAVOURED TEA at 12½ cents.

Write for sample chest. Address,

J. W. LANG & CO.

TORONTO.

THE

GEO. BISHOP ENGRAVING AND PRINTING CO.

LIMITED.

ENGRAVING

On Steel, Copper, Stone and Wood.

LITHOGRAPHING,
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Illustrated Catalogues and Reports a Specialty

ESTIMATES FURNISHED.

169 St. James Street, Montreal.

The D & C TO MACKINAC

SUMMER TOURS.

PALACE STEAMERS. LOW RATES.

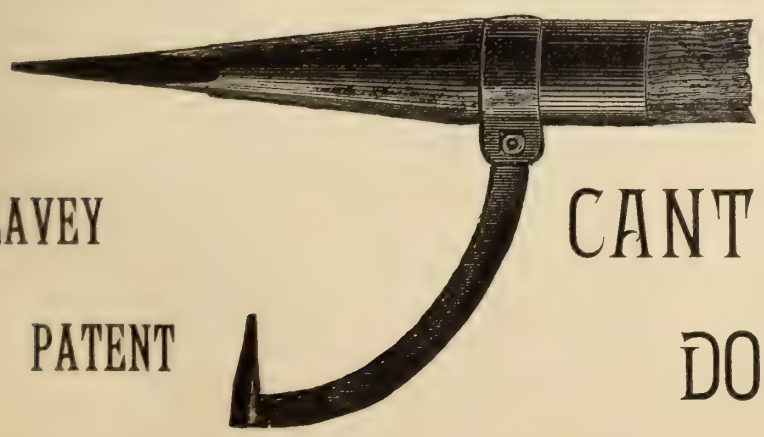
Four Trips per Week Between
DETROIT, MACKINAC ISLAND
Petoskey, Sault Ste. Marie, and Lake Huron Way Ports.

Every Week Day Between
DETROIT AND CLEVELAND
Special Sunday Trips during June, July, August and Sept.

Double Daily Line Between
CHICAGO AND ST. JOSEPH, MICH.

OUR ILLUSTRATED PAMPHLETS
Rates and Excursion Tickets will be furnished by your Ticket Agent, or address
E. B. WHITCOMB, G. P. A., DETROIT, MICH.,
Detroit and Cleveland Steam Nav. Co.

THE NEW IMPROVED



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THE LIGHTEST, STRONGEST AND MOST PRACTICAL CANT DOG MADE

SEND FOR CATALOGUE AND PRICE LIST

LEWIS BROS. & CO., AGENTS FOR CANADA.

MONTREAL, QUE.

CAMPERS *SOMETHING NEW!*

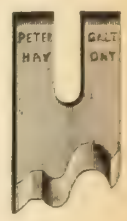
THE WANZER COOKER will cook a three course dinner for 6 to 12 people without attention of any kind, for ONE-HALF CENT. Hundreds already in use.

MANUFACTURED BY

R. M. WANZER & CO., * Hamilton, Ont.

SEND FOR CATALOGUE GIVING FULL PARTICULARS OF **THE WANZER COOKER.**

Galt * Machine * Knife * Works.



MACHINE KNIVES

OF EVERY DESCRIPTION FOR

Planing, Moulding & Stave Cutting.

SEND FOR PRICE LIST

PETER HAY, - - - GALT, ONT.

THE RATHBUN COMP'Y,

DESERONTO, ONT.,

MANUFACTURERS OF

* TERRA * COTTA * FIRE-PROOFING *

For Use in Old and New Buildings.

Endorsed by Leading Architects. Absolutely Fire-proof. About as Cheap as Wood or Brick. Weight One-Third that of Brick. Does not Crack on application of Heat or Water. Deadens Noise. Gives Warmth in Winter; Coolness in Summer.

FRICTION PULLEY BOARD

The Best Material Ever Used for Frictions of all Kinds.

MANUFACTURED BY

The Dominion Leather Board Co.

MONTREAL, - - - QUEBEC.

Asbestos Mill Board * Steam Packing

SAMPLES FURNISHED. CORRESPONDENCE SOLICITED.

PLEASE MENTION THIS PAPER.

THE RATHBUN COMPANY,

DESERONTO, - - ONTARIO.

MANUFACTURERS OF

Doors, Sash, Blinds, Stairs

AND ALL KINDS OF WOODEN HOUSE FINISHING MATERIALS.

CEDAR OIL FOR PURGING BOILERS

CORRESPONDENCE SOLICITED

NAPANEE CEMENT COMPANY (LIMITED.)

— MANUFACTURERS OF —

Hydraulic Cement

PARTICULARLY adapted for Dams, Smoke Stacks, Foundations, Culverts, Cisterns, Cellars, etc.

ENDORSED BY LEADING RAILWAYS AND CONTRACTORS.

ROACH * LIME,

For Building, Plastering, Gas Purifying, Paper Making, &c.

TRADE REVIEW.

Toronto, Ont.

TORONTO, July 31st, 1889.

CAR OR CARGO LOTS.

1¼ and thicker clear picks, American inspection	$34 00@35 00
1¼ and thicker, three uppers, American inspection	40 00
1¼ and thicker, pickings, American inspection	30 00
1x10 & 12 dressing and better	20 00 22 00
1x10 & 12 mill run	15 00 16 00
1x10 & 12 dressing	16 00 18 00
1x10 & 12 common	12 00 13 00
1x10 & 12 spruce culls	10 00 11 00
1x10 & 12 mill culls	9 50 10 00
1 inch clear and picks	27 00 28 00
1 inch dressing and better	18 00 20 00
1 inch siding mill run	14 00 15 00
1 inch siding common	12 00 13 00
1 inch siding ship culls	10 00 11 00
1 inch siding mill culls	9 00
Cull scantling	8 50 9 00
1¼ and thicker cutting up plank	22 00 25 00
1 inch strips 4in to 8in mill run	14 00 15 00
1 inch strips, common	11 00 12 00
1¼ inch flooring	14 00 15 00
1½ inch flooring	14 00 15 00
XXX shingles, sawn	2 40 2 50
XX shingles, sawn	1 40 1 50
Lath, Sawn	1 80

YARD QUOTATIONS.

Mill cull boards & scantling	$10 00	Dressing stocks	16 00@20 00
Shipping cull boards, promiscuous widths	12 00	Picks Am. inspection	30 00
stocks	13 00	Three uppers, Am. inspect.	40 00
Scantling & joist, up to 16 ft	13 00	B. M.	
" " 18 ft	14 00	1½-in. flooring, dres'd	25 00 30 00
" " 20 ft	15 00	1½ " " rough	18 00 20 00
" " 22 ft	16 00	1¼ " " dres'd	23 00 25 00
" " 24 ft	17 00	" " undres'd	14 00
" " 26 ft	18 00	" " dres'd	16 00 20 00
" " 28 ft	19 00	" " undres'd	12 00 14 00
" " 30 ft	20 00	Beaded sheeting, dressed	18 00 20 00
" " 32 ft	21 00	Clapboarding, dres'd	12 50
" " 34 ft		XXX sawn shingles per M	2 75 2 90
" 22 50@22 50		Sawn Lath	2 25
" " 36 ft	24 00	Red oak	20 00 25 00
" " 38 ft	27 00	white	25 00 30 00
" 40 to 44 ft	30 00	Basswood, No. 1 & 2	18 00 20 00
Cutting up planks 1¼ and thicker dry	25 00 26 00	Cherry, No. 1 & 2	50 00 60 00
" board	18 00 20 00	White ash, 1 & 2	25 00 30 00
		Black ash, 1 & 2	20 00 25 00

Ottawa, Ont.

OTTAWA, July 31st, 1889.

Pine, 1st qual., ₩ M.	$35 00@40 00	Oak	$40 00@100 00
" 2nd "	22 00 25 00	Walnut	60 00 100 00
" shipping culls	14 00 16 00	Cherry	60 00 80 00
" 4th qual. deals	10 00 12 00	Butternut	22 00 40 00
" mill culls	8 00 10 00	Birch	15 00 25 00
Spruce, ₩ M.	10 00 12 00	Maple, hard	1 80 1 90
Hemlock	9 00 17 00	Daths	20 00 21 00
Ash	13 00 18 00	Shingles, cedar	1 50 3 00
Bass	12 00 20 00		

Hamilton, Ont.

HAMILTON, July, 31st, 1889.

Mill cull boards and scantlings	$ 9 00@10 00	Dressing stocks	$16 00 18 00
Shipping cull boards promiscuous widths	10 00 12 00	1½ flooring, rough	16 00 18 00
Shipping cull stocks	14 00	1¼ flooring, dressed	25 00
Scantling and joist up to 16 feet	14 00	1½ flooring, dressed	32 00
do up to 18 feet	15 50	1 flooring, dressed	21 50 23 00
do up to 20 feet	16 00	Beaded sheeting 1	25 00 30 00
do up to 22 feet	17 00	Picks, Am inspection	32 00 34 00
do up to 24 feet	18 00	Three uppers Am. In.	40 00
do up to 26 feet	19 00	XXX sawn shingles	2 60 2 70
do up to 28 feet	20 00	Sawn Lath	2 25
do up to 30 feet	21 00	Red Oak	20 00 25 00
Cutting up plank 1¼ and thicker dry	20 00 25 00	White Oak	25 00 30 00
Cutting up boards	20 00	Basswood No. 1 & 2	16 00 20 00
		Cherry No. 1 & 2	60 00 70 00
		White Ash No. 1 & 2	25 00 30 00
		Black Ash No. 1 & 2	20 00 25 00

St. John, N. B.

ST. JOHN, July 31st, 1889.

Deals, Boards, Scantling, etc.

Spruce deals	$12 00	Spruce boards	12 00
Pine "	15 00	Pine "	12 00@40 00
Deal ends	6 00	Oak "	40 00
Scantling	10 00	Ash "	15 00@25 00
		Hemlock "	7 50

Shingles.

Spruce, extra	$3 50	No. 1	1 25
" clear	3 00	Pine	1 25
" No. 1 extra	2 25		

Clapboards.

Pine, extra	35 00	Spruce, extra	24 00
" clears	45 00	" clears	23 00
" 2d clears	35 00	" No. 1	15 00
		" No. 2	10 00

Flooring, Dressed.

6 in. No. 1	12 00	4 in., No. 1	12 00
" No. 2	10 00	" No. 2	10 00

Miscellaneous.

Staves	3 00@ 4 50	Laths	1 80
Heading 17 in. per pr.	04	Pickets	6 50@15 00
" 18 in.	04½ 05½	Railway ties	
" 22 in.	04½ 06		

Montreal, Que.

MONTREAL, July 31st, 1889.

Pine, 1st qual'y ₩ M	$35 00 40 00	Basswood, run of log culls out per M.	$12 00 20 00
Pine, 2nd " "	22 00 25 00	Oak, per M	40 00 50 00
Pine, shipping culls ₩ M	14 00 16 00	Walnut, per M	60 00 100 00
Pine, 4th quality deals ₩ M	10 00 12 00	Cherry, per M	60 00 80 00
Pine, mill culls, ₩ M	8 00 10 00	Butternut, per M	22 00 40 00
Spruce, per M	10 00 12 00	Birch, per M	15 00 25 00
Hemlock, per M	9 00 17 00	Hard Maple, per M	20 00 21 00
Ash, run of log culls out per M	13 00 18 00	Lath, per M	1 80 1 90
		Shingles, 1st, per M	1 50 3 25
		Shingles, 2nd, per M	1 25 3 00

Saginaw, Mich.

SAGINAW, July 31st, 1889

CARGO LOTS.

Uppers	36 00@38 00	Norway	8 50@10 00
Common	16 00 21 00	Box	11 00 11 50
Shipping Culls	9 00 11 00	Straight measure	12 50 20 00
Mill Culls		Hemlock	7 50 8 00

YARD QUOTATIONS CAR LOTS DRY.

Drop Siding.

Clear, ⅞ in	42 00	C, ⅞ in	30 00
A	38 00	D	19 00
B	36 00		

Flooring and Siding Dressed.

Flooring, clear, d & m	40 00	Siding, clear, ½ in.	22 00
No. 1	33 00	A	23 00
No. 2	30 00	B	17 00
No. 3	20 00	C	14 00
No. 4	13 00	D	12 00

Finishing Lumber rough.

Three uppers, 1 in.	42 00@44 00	Fine common, 1 in.	32 00@32 00
1¼ & 1½	44 00 46 00	1¼ & 2 in.	33 00
Selects, 1 in.	36 00 37 00	C, 7, 8 & 9 in.	25 00
1¼ & 2 in.	38 00	Base, 2 to 9 in. No. 1	40 00
		No. 2	30 00
		No. 3	20 00
		Coffin boards 16 in. and over	18 00

Joist, Scantling and Timber.

12 to 18 feet	10 00	22 feet	12 00
20 feet	11 00	24 feet	13 00

Plank and timber, 12 inches wide, $1 extra.

Wide Select and Common Rough.

C (No. 1 com.) 13in. and up	28 00	D (common) 14 in. and up	16 00

Lath, Shingles and Pickets.

Lath, No. 1	1 50	Country brands XXX	3 25@ 3 35
No. 1	1 00	Clear butts	2 25 2 35
Shingles, river brands		P'kts, 2 to 2½ in rough	12 00 13 00
XXX	3 40@ 3 50	Dressed	20 00
Clear butts	2 40 2 50	1¼ in. square, dressed	14 00 19 00

New York City.

NEW YORK, July 31st, 1889.

Black Walnut.

⅝ in., all clear	$78 00@ 82 00	Culls, 1 inch	$35 00@ 36 00
1 and 1¼ inches	90 00 93 00	Culls, thick	36 00 38 00
1½ and thicker	100 00 105 00	Counter tops, 18 in. and over	110 00 150 00
Rejects	50 00 53 00		

Poplar, or White Wood.

⅝ in. 10 inches and over	24 00@26 00	1 inch, 8 in. and over	31 31 31 50
¾ in. coffin boards	29 00 30 00	2½ and thicker	33 50 34 50
1 inch, 10 inch and over	32 32 32 50	Common 1 to 2 inch	23 00 24 00
		Saps, 1 inch & thicker	25 00 27 00
		Culls, all thickness	16 00 18 00

Ash.

1 inch, white	37 00@ 39 00	Strips, clear	26 00@ 27 00
1¼ to 2 inch	38 00 39 00	Black ash, good	26 00 30 00
2½ to 4 inch	40 00 41 00	Black ash, culls	10 00 12 00

Oak.

1 inch plain sawed,	36 00@ 38 00	5 inches and over	48 00@ 50 00
1¼ to 2 inch	38 00 39 00	4 thicker	52 00 53 00
Thicker	40 00 41 00	Strips under 6 in. and over	38 00 40 00
Quarter-sawed, white, all clear, 6-inch			

Cherry

⅝ in., white & clear	65 00@ 70 00	2½ and thicker	90 00@100 00
1 inch	78 00 80 00	Counter tops, 18 in. and over	110 00 115 00
1 inch strips	43 00 45 00	Culls, all thickness	18 00 20 00
1¼ to 2 inch	80 00 85 00		

Miscellaneous.

Chestnut, clear	33 00@ 35 00	Hickery, old growth	50 00 55 00
Chestnut common	22 00 23 00	Hickery, 2nd growth	65 00 70 00
Basswood white	30 00 32 00	Elm	20 00 22 00
Basswood common	21 00 23 00	Sycamore	24 00 27 00
Maple, clear	30 00 32 00	Sycamore quartered	35 00 40 00
Birch, clear	32 00 35 00	Gum	36 00 40 00
Birch, 1s and 2s	26 00 30 00	Butternut	45 00 50 00
Cottonwood	21 00 22 00		

Oswego, N. Y.

OSWEGO, July 31st, 1889.

Three uppers, 1¼, 1½ & 2 inch	$45 00@46 00
Pickings, 1¼, 1½ & 2 in	35 00 36 00
No. 1 cutting up, 1¼, 1½ & 2in	31 00 32 00
No. 2 cutting up, 1¼, 1½ & 2in	20 00 22 00
1 in strips, 4 to 8 wide, selected for moulding strips, 14 to 16 ft	31 00 33 00
1x6 selected for clapboards	32 00 34 00

Siding.

1 in siding, cutting up piks & uppers	32 00@39 00	1¼ in selected	35 00@42 00
1 in dressing	19 00@21 00	1¼ in dressing	17 00 19 00
1 in No. 1 culls	15 00@16 00	1¼ in No. 1 culls	15 00 16 00
1 in No. 2 culls	13 00@14 00	1¼ in No. 2 culls	13 00 14 00

1x12 Inch.

12 & 16 ft, mill run	20 00 23 00
10 & 16 ft, No. 1 &2, barn boards	17 00 18 00
12 & 16 ft, dressing and better	26 00 30 00
12 & 16 ft, No 2 culls	15 00

1x10 Inch.

12 & 13 ft, mill run, mill culls out	20 00 22 00
12 & 13 ft, dressing and better	25 00 27 00
12 & 13 ft, No 1 culls	16 00 17 00
12 & 13 ft, No 2 culls	14 00 15 00
14 to 16 ft, mill run mill culls out	20 00 22 00
14 to 16 ft, dressing and better	25 00 27 00
14 to 16 ft, No. 1 culls	16 00 17 00
14 to 16 ft, No. 2 culls	14 00 15 10

1 1-4x10 Inches.

Mill run, mill culls out	20 00@23 00	No. 1 culls	16 00@17 00
Dressing and better	25 00 30 00	No. 2 culls	14 00 15 00

1x4 Inches.

Mill run, mill culls out	17 00@19 00	No. 1 culls	13 00@14 00
Dressing and better	23 00 27 00	No. 2 culls	11 00 12 00

1x5 Inches.

6 7 or 8, mill run, mill culls out	19 00@21 00	6, 7 or 8, No. 1 culls	15 00@16 00
		6, 7 or 8, No. 2 culls	13 00 14 00
6, 7 or 8, drsg & better	24 00 28 00		

Shingles.

XXX, 18 in pine	3 80@4 00	XXX, 18 in cedar	3 40@3 70
Clear butts, pine, 18 in.	2 80 3 00	Clear butt, 18 in cedar	2 40 2 70
XXX, 16 in pine	3 15 3 30	XX, 18 in cedar	2 10 2 40
Stocks cedars, 5 or 6 in.	5 50		

Pickets.

No. 1, 1¼x1¼	15 00	No. 2, 1x3	9 00 10 00
No. 1, 1x3	20 00		

Lath.

No. 1. 1¼	1 90	No. 2, 1 1-4	1 75
No. 1 -4	1 50		

Albany, N. Y.

ALBANY, July 31st, 1889.

Hemlock.

Boards, 10 in., each	13½	Joist, 2½x4	13
Joist, 4x6	33	Wall strips, 2x4	10

Pine.

2½ in. and up, good.	$58 00@60 00	10 in boards dressing and better	$30 00@34 00
4ths	53 00 55 00	Selects	48 00 50 00
Pickings	43 00 45 00	Common	16 00 22 00
1¼ to 2 in., good	50 00 55 00	12 in. boards dressing and better	32 00 36 00
4ths	45 00 52 00	Common	16 00 22 00
Select	40 00 45 00	1¼ in. siding, selected 13 ft	43 00 45 00
Pickings	35 00 40 00	Common	16 00 21 00
1 in., good	50 00 55 00	1 in. siding selected	43 00 46 00
4ths	45 00 48 00	Common	14 00 19 00
Select	40 00 43 00	Norway, select	24 00 26 00
Pickings	35 00 38 00	Common	12 00 16 00
Cutting up, 1 to 2 in.	30 00 35 00		
Bracket plank	32 00 36 00	10 in. plk. 13 ft. dressing and better, each	45@50
Shelving boards, 12 in. and up	28 00 32 00	Culls	23 25
Dressing bds. narrow	20 00 22 00	10 in. boards, 13 ft., dress, & better each	28 33
Sapping boards	16 00 18 00	Culls	17 22
Box boards	13 00 15 00		

Buffalo and Tonawanda, N. Y.

BUFFALO, July 31st, 1889.

Norway

Clear, 1 to 2 in. all width	23 00	Common, 1 to 2 in. all widths	12 50@15 00
Dressing, 1 to 2 in. all widths	16 00@20 00	4x4, 5x5, 6x6 turning	22 00
		4x4, 5x5, 6x6 common	16 00

White Pine Rough.

Uppers, 1 in.	$44 00@45 00	Shelving, No. 1, 13 in. and up	29 00
1¼, 1½ and 2 in.	44 00 46 00	No. 2, 13 in. & up	22 00 24 00
2½, 3 and 4 in.	54 00 56 00	Fine common, 1 in.	30 00
Selects, 1 in.	36 00 38 00	1¼, 1½ and 2 in.	30 00 33 00
1¼, 1½ and 2 in.	37 00 39 00	Common, 1 in.	16 00 19 00
2½, 3 and 4 in.	44 00 46 00	1¼ and 1½ in.	17 00 20 00
Cuts, No. 1, 1 in.	27 00 29 00	2 in.	20 00 22 00
1¼, 1½ and 2 in.	32 00 32 00	Coffin boards	17 00 18 00
2½, 3 and 4 in.	37 00 40 00	Box, 1 in.	13 50
No. 2, 1 in.	17 00 19 00	1¼ in. & thicker	13 50
1¼, 1½ and 2 in.	21 00 22 00	A stocks, 1x10	27 00
Moulding, 1 in.	30 00 31 00	1x12	28 00
1¼, 1½ and 2 in.	30 00 31 00	B stocks, 1x6 to 16	17 50
Siding strips, 1 in.	38 00	C stocks, 1x6 to 16	13 50

Shingles

XXX, 18-in, sawed	3 85	Thick cut (trade mark) 16 in per square	2 50
XX, 18-in, sawed clear butts	2 80	XXX cut	2 25
X, 18-in, sawed	1 25	X cut	1 10
XXX, 16-in "	3 25	No 2 cut	50
XX, 16-in " clear butts	2 25	Short cut	1 25
No. 2, 16-in "	90	Square end, per thousand	5 00
Thick cut	3 20	Octagon or pointed end	5 25
XXX cut	3 00	Scalloped or round end	5 25
X cut	1 50	Other shapes made to order	5 25
No. 2 cut	65		

Boston, Mass.

BOSTON, July 31st, 1889.

Western Pine—by car load.

Uppers, 1 in	$48 00@50 00	Fine com., 3 & 4 in	46 00@50 00
1¼, 1½ & 2 in	50 00 52 00	No 2, 1 in. Fine com.	29 00 30 00
3 & 4 in	55 00 60 00	1¼, 1½ & 2 in	31 00 33 00
Selects, 1 in	42 00 41 00	No. 1 strips, 4 to 6 in	41 00 43 00
1¼, 1½ & 2in	45 00 46 00	No. 2	37 00 38 00
3 & 4 in	48 00 52 00	No. 3	23 00 27 00
Moulding boards, 7 to 11 inch clear	37 00 41 00	Cut ups, 1 to 2 in	26 00 30 00
60 per cent clear	35 00 37 00	Coffin boards	22 00 26 00
Fine common 1 inch	37 00 42 00	Common all widths	20 00 25 00
1¼, 1½ & 2 inch	40 00 42 00	Shipping culls	17 00 19 50

Eastern Pine—Cargo or Car Load.

Nos. 1, 2 & 3	40 00@43 00	Clapboards, 4 ft., sap clear	40 00 42 00
4	28 00 30 00	Sap, 2nd clear	30 00 32 00
5	23 00 26 00	Heart extra	50 00 55 00
Ship'g bds & coarse	16 00	Heart clear	45 00 50 00
Refuse	12 00		
West'rn pine clapbds 4 ft. sap extra	43 00 45 00		

Spruce—by Cargo.

Scantling and plank, random cargoes	13 00@13 50	Coarse, rough	9 00 12 00
Yard orders, ordinary sizes	13 50 14 50	Hemlock bds., rough	10 00 11 00
Yard orders, extra sizes	15 00 16 00	" " dressed	12 00 12 00
Clear floor boards	19 00	Clapbds., extra, 4 ft.	28 00 30 00
No. 2	16 00	Clear, 4 ft.	26 00 28 00
		Second clear	20 00 22 00
		No. 1	12 00 15 00

Lath.

Spruce	1 75@ 1 90

Shingles.

Spruce	1 40@1 50	Cedar, sawed, extra	3 30 3 50
Pine, 18 in. extra	4 50 4 75	Clear	3 00 3 15
Pine, No. 1	3 50 3 70	Extra, No. 1	2 85 3 00
		Cypress, No. 1, 18 in.	5 00 5 50

Burlington, Vt.

BURLINGTON, July 31st, 1889.

Canada Pine Sidings—1x8 in. and up, 12 to 16 ft. D 2 or 4 S.

Select & shelving	$46 00	Finish	$37 00@38 00
Pickings	37 00	Dressing	27 00@28 00
Pickings & better	40 00@42 00	Common	20 00@21 00

Canada Pine Stock—1x10 in. 12 to 16 ft. D 2 or 4 S.

Selects (clear)	55 00	Pickings & better	40 00
1st shelving	42 00	As run, common out	28 00@30 00
2d	39 00	No. 1 barn boards	25 00
3d	30 00@31 00	Common	21 00
Pickings	38 00		

Canada Pine Stock—1x12 in. 12 to 16 ft. D 2 or 4 S.

Selects (clear)	57 00	Pickings & better	44 00
1st shelving	47 00	As run, common out	33 00
2d	41 00	No. 1 barn boards	26 00
3d	32 00	Common	21 00@22 00
Pickings	38 00		

Canada Pine Stock—1¼ in. 12 to 16 ft. D 2 or 4 S.

Pickings & better	45 00	3d shelving	33 00
As run, common out	33 00	Common	22 00

Canada Pine Short Boards—1x8 in. & up, 11 ft. & under, D 2 S or R.

Pickings & better	33 00@35 00	Dressing & common, d 2 s or d 2 s & m	20 00@21 00
As run, common out	30 00	Common	18 00 20 00

Canada Pine Sheathing, D. M. & B—1 in. 4 to 7 in. 5 in. & up C B ⅜ in.

1st quality, 12 to 16 ft.	46 00	1st & 2d quality, 9 to 11 ft.	33 00
2d	36 00@37 00	7 & 8 ft.	34 00
3d	27 00	3d quality, 11 ft. & under	22 00
4th (selected common)	22 00	4th	18 00

Canada (Quebec) Spruce—1 and 1¼ in. 4 to 10 in. D 2 S and M.

Clear, 10 to 16 ft	32 00	No 2, 10 to 16 ft.	15 00@16 00
No. 1	22 00		

Above prices delivered on a rate of $30 per car load.

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11. Wood Shaper (heavy) iron frame; wood top, two spindles and counter shaft; in good order.

12. Iron Planer, 28in x 28in x 8ft. Good order.

13. Iron Turning Lathe 28in x 14ft bed. Good order.

14. Iron Turning Lathe, rod feed, 8ft bed x 12in. Good order.

15. Iron Turning Lathe 15in x 8ft bed, screw feed; fair order.

16. Heavy Iron Boring Lathe 42in in gap x 8ft bed. Good order.

17. Bolt Gutter, cuts from ⅜ to 1in; in fair order.

Paxton, Tate & Co.

PORT PERRY, ONT.

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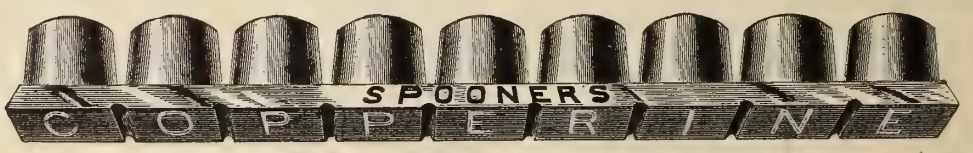

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ALONZO W. SPOONER, Patentee and Manufacturer, PORT HOPE, ONT.

SEALED TENDERS addressed to the Minister of Finance, and marked on the outside "Tender for Couchiching Hotel Property," will be received at the Finance Department, Ottawa, up to and including Monday, the 12th day of August next, for the purchase of the property known as the Couchiching Hotel property, and better described as all and singular that certain parcel of land and premises situate in the township of South Orillia, in the County of Simcoe, Province of Ontario, containing 87 acres, more or less, being composed of lot No. 11 in the 7th concession of said township of South Orillia, and which said parcel is batted and bounded as follows: Commencing where a post has been planted at the southwest angle of the said lot; thence north 37 degrees, west 21 chains more or less, to Lake Couchiching; thence easterly and southerly, following the shore thereof to the limit between lots 11 and 12, thence south 60 degrees, west 24 chains, more or less to the place of beginning.

The property is beautifully situated on the shore of Lake Couchiching, and is well adapted for a summer hotel or summer residences.

The purchaser shall, upon notice of the acceptance of his tender, pay to the Receiver-General a deposit of 10 per cent. of his purchase money and shall pay the balance thereof within one month thereafter, without interest.

The purchaser must investigate the title at his own expense.

The government will not furnish any abstract of title or any deeds or copies of any deeds, or other evidences of title except such as are in the possession of the Receiver-General.

The purchaser must prepare the deed at his own expense and tender the same for execution.

The Minister of Finance does not bind himself to accept the highest or any tender.

W. FITZGERALD,
Ass. Dep. Min. of Finance.

Finance Department,
Ottawa, July 17, 1889.

NOTICE.

Weights and Measures.

TRADERS, manufacturers, and owners of Weights, Measures and Weighing Machines generally, are specially requested to read carefully the following instructions and act accordingly:

1. The Weights and Measures Act provides for a regular biennial inspection of all Weights and Measures used for tradepurposes, as well as for *irregular* inspections of the same, which may be made at any time when deemed necessary by the inspector, and it also imposes a heavy penalty on any trader or other person who wilfully obstructs or impedes an Inspector or an Assistant Inspector in the performance of his duty under said Act, or who refuses to produce the whole of his Weights and Measures when called upon to do so by an Inspecting Officer.

2. Every trader, manufacturer and owner of Weights, Measures and Weighing Machines, when paying moneys to Inspectors or Assistant Inspectors of Weights and Measures for verification fees, is entitled to, and is specially requested to demand from the officer who makes the inspection, an official certificate ("Form O 6" *with the words* "Original for the Trader," *printed at the head thereof) properly filled out and stamped*, and also at same time to carefully ascertain whether or not the stamps attached to such certificate represent *exactly* in value the amount of cash paid. Traders are requested to bear in mind that certificates of verification are of *no value whatever* unless stamps covering the full amount of fees charged are attached.

3. Owners or holders of these official certificates are specially requested to keep them carefully for two years, and in order to secure their safe keeping it would be advisable to placard them in their place of business in the manner in which ordinary License certificates are done; for it must be distinctly understood that all traders who are unable to produce their *properly stamped* certificates, when asked to do so by an Inspector or Assistant Inspector, may, in all probability, have to pay over again their verification fees.

E. MIALL,
Commissioner.

Department of Inland Revenue,
Ottawa, April 15th, 1889.

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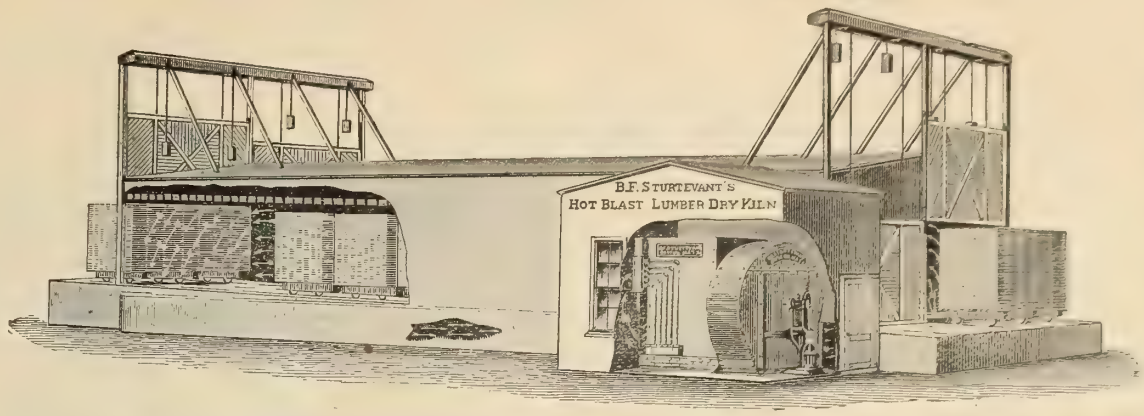

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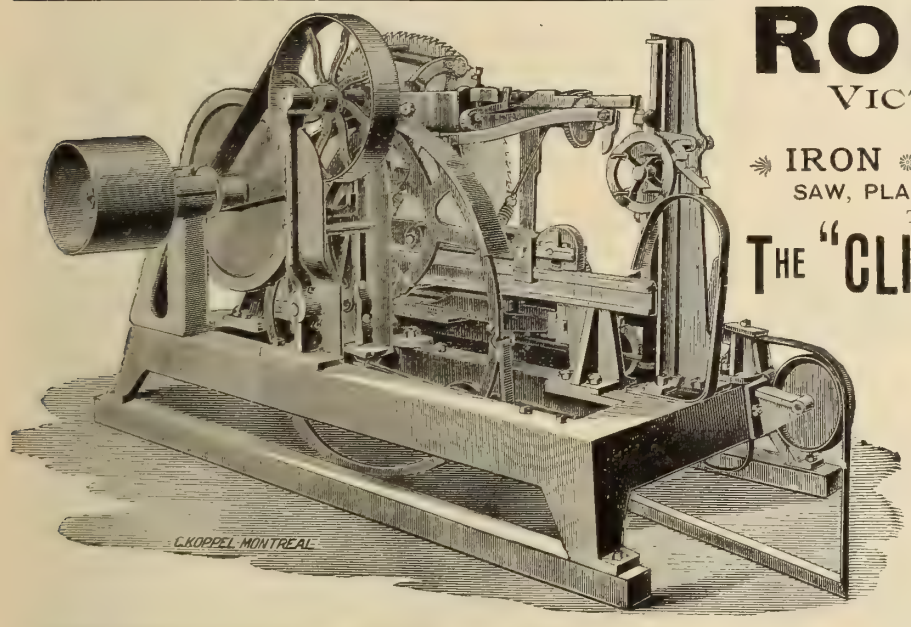

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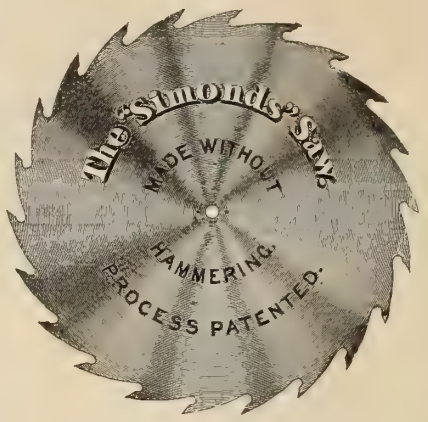

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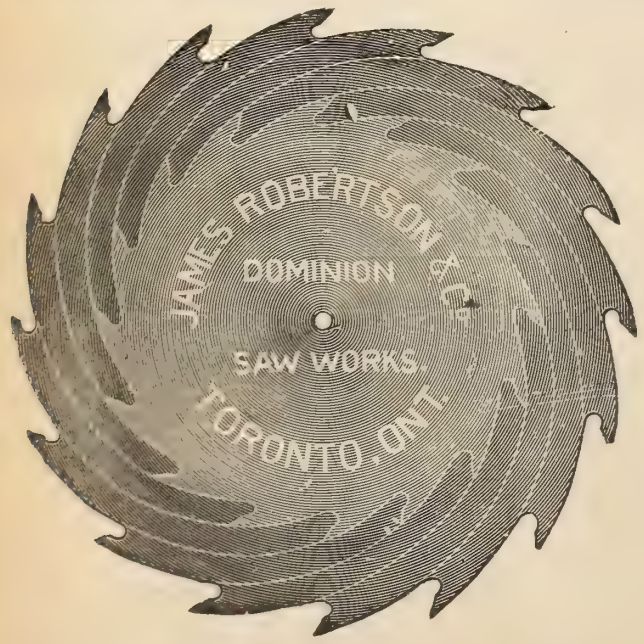

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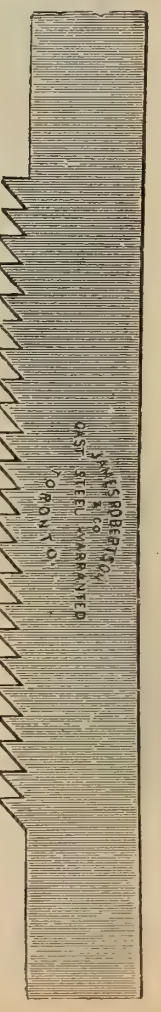
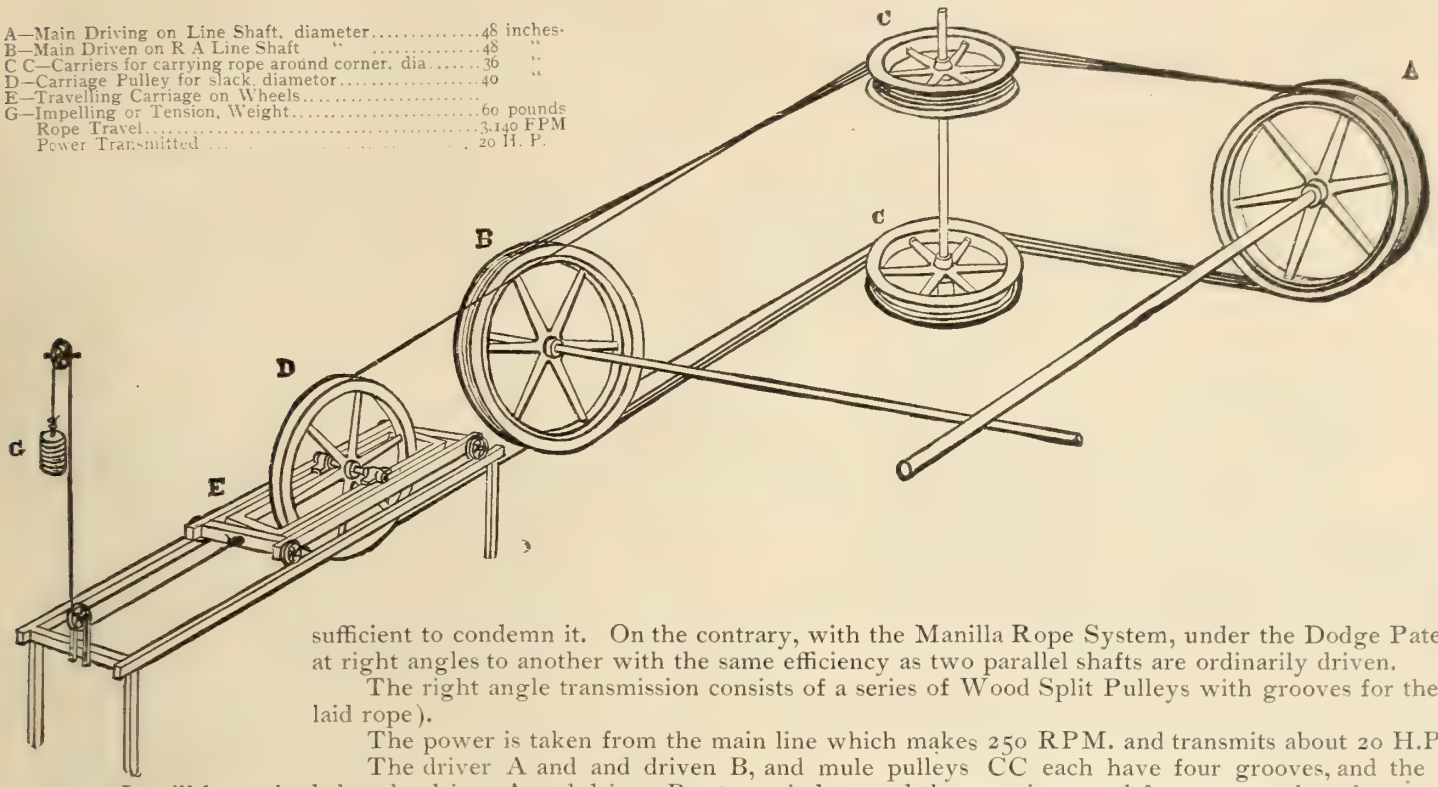


Rope Transmission of Power

PATENTED.

A—Main Driving on Line Shaft, diameter.....48 inches.
B—Main Driven on R A Line Shaft " .....48 "
C C—Carriers for carrying rope around corner, dia.....36 "
D—Carriage Pulley for slack, diametor.....40 "
E—Travelling Carriage on Wheels.....
G—Impelling or Tension, Weight.....60 pounds
Rope Travel.....3,140 FPM
Power Transmitted.....20 H. P.



THIS illustration of Manilla Rope Transmission, is one of great interest to all manufacturers, inasmuch as it demonstrates the simplicity with which a shaft may be run at right angles to the driver and with little or no loss of power. It is a well known fact, however, that with gears there is a great loss of power from friction, and many other disagreeable points of contention ; also with a belt and set of mule pulleys, there is a great loss by imperfect contact of the belt with the pulleys, journal friction, and other annoyances sufficient to condemn it. On the contrary, with the Manilla Rope System, under the Dodge Patents, a shaft may be driven at right angles to another with the same efficiency as two parallel shafts are ordinarily driven.

The right angle transmission consists of a series of Wood Split Pulleys with grooves for the rope, (best manilla tallow laid rope).

The power is taken from the main line which makes 250 RPM. and transmits about 20 H.P.

The driver A and and driven B, and mule pulleys CC each have four grooves, and the carriage pulley D has one groove. It will be noticed that the driver A and driven B act as winders, and the rope is wound from one to the other to get surface in contact ; the mule pulleys CC are simply carriers, carrying the rope around the corner, and are so placed that the travelling carriage always keeps the rope at an even tension, so that the ropes will always follow the grooves, and the rope is thus guided to and from the driven, always keeping its allignment.

The merits of this system are its simplicity, great efficiency, cheapness, and wonderful saving in journal friction as compared with gears or a heavy belt with mule pulleys. For any information apply to

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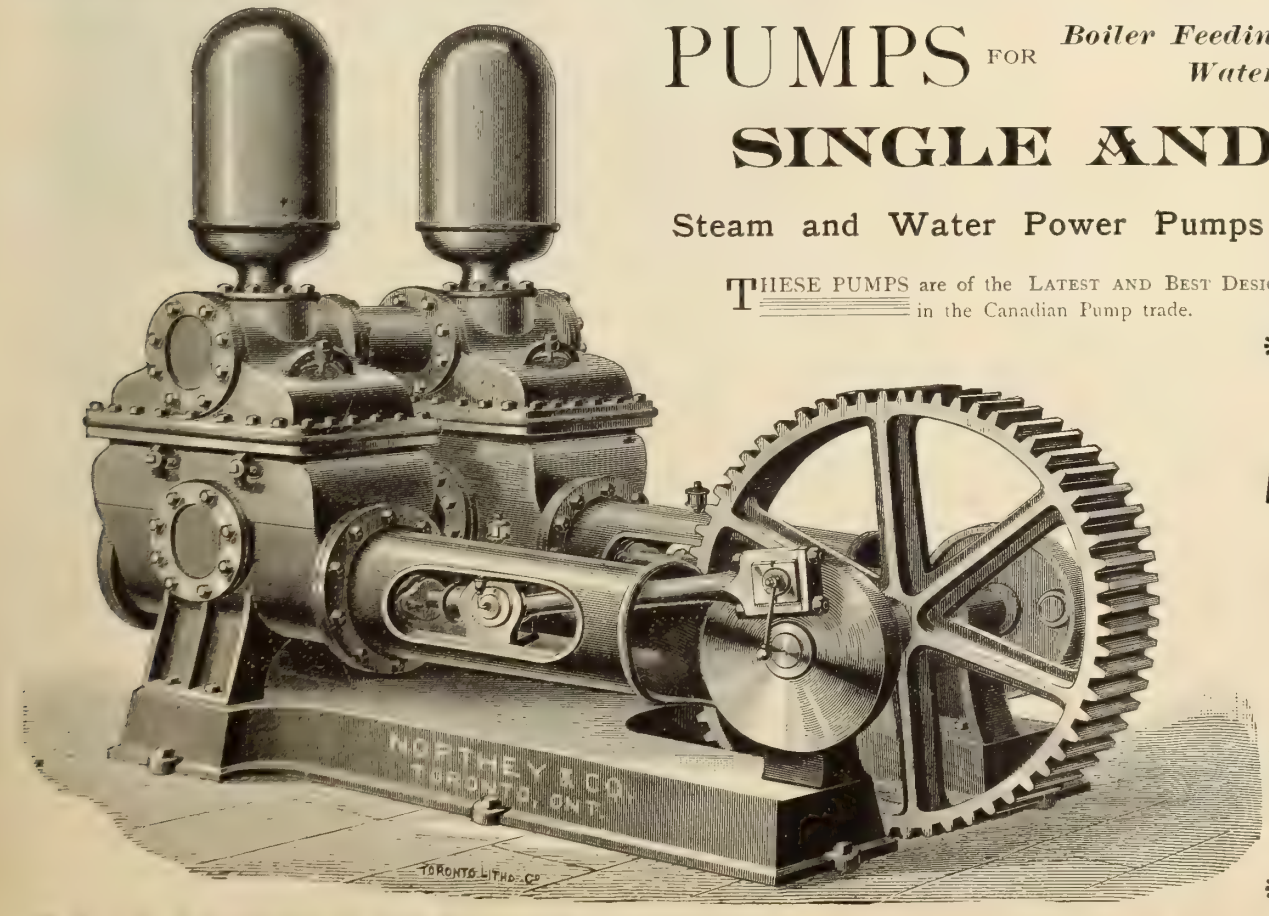

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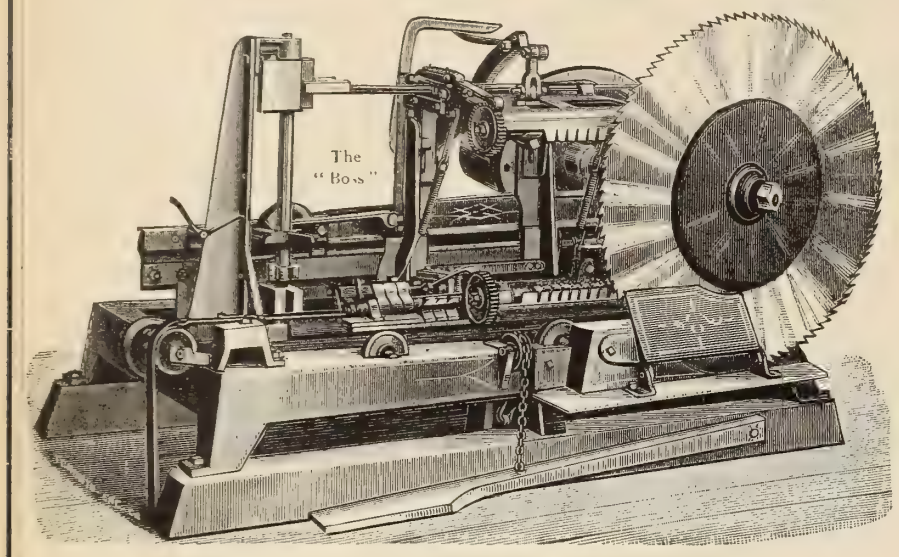

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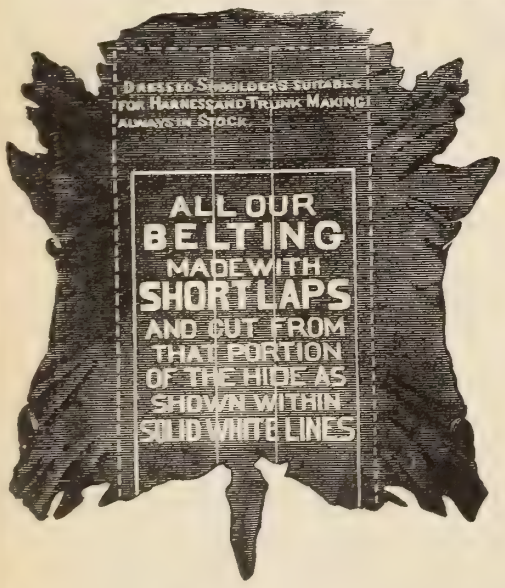

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THE CANADA LUMBERMAN.

VOLUME IX. NUMBER 9. PETERBOROUGH, ONT., SEPTEMBER, 1889. TERMS, $1.00 PER YEAR. SINGLE COPIES, 10 CENTS

THE CANADA LUMBERMAN
PUBLISHED MONTHLY BY
ARTHUR G. MORTIMER,
OFFICE: SIMCOE STREET, PETERBOROUGH, ONTARIO.

TERMS OF SUBSCRIPTION:

One Copy one Year, in Advance, - - - - - $1.00
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Advertising Rates Furnished on Application.

THE CANADA LUMBERMAN is published in the interest of the lumber trade and of allied industries throughout the Dominion being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion of them by others.

Especial pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world so as to afford to the trade in Canada information upon which it can rely in its operations.

Special correspondents in localities of importance present accurate report not only of prices and the condition of the market but, also of other matters specially interesting to our readers. But correspondence is not only welcome but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way effecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the truth. Any items of interest are particularly requested for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN with its special class of readers is not only an exceptionally good medium for securing publicity but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements which will be inserted in a conspicious position at the uniform price of 15 cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for three successive issues or longer.

Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade or specially interested in it, who should not be on our list thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

IT is a settled question that the crops throughout Ontario are abundant, and that they will be gathered in good shape is now assured, so we may look for better times the coming winter. Hay is abundant and the lumbermen are assured of a plentiful supply at low prices. Large numbers of shanty men are already engaged in the Ottawa district for the coming winter. Wages will be about the same. Log makers will not be so much in demand as there will be more square timber made. For the latter the wages will be for scorers, $36 to $38 a month; liners, $40 to $42; hewers, $50 to $60, and general hands about $20. A great many teams are now being sent up from Ottawa to the woods. With rare exceptions the lumbermen have been able to get a plentiful supply of logs, and with a good demand for export and fair prices being obtained, the lumbermen have no reason to be dissatisfied with the season's business.

THE American Consul at Ottawa has brought to the notice of the Customs Department the fact that a duty is imposed on railway ties, poles and round posts coming into Canada, while the statute defines, under section 725 of the Customs Act, that all logs and round unmanufactured timber shall be admitted free of duty, and which are admitted into the United States from Canada on the free list. The Customs officials hold that whenever the logs have labor performed on them, as in the case of railroad ties, fence posts, and telegraph poles with the bark taken off, are subject to duty. The Consul now says that all these articles will be affected by the bill which will be pressed before the next congress in connection with the log exporting duty question. The third section reads that all articles on shipment into the United States, whether embraced on the free list of the United States or otherwise, shall pay no less a rate of duty than is or may be imposed by the laws of the country of export on like articles imported into the said country from the United States.

HITHERTO nearly all the box shooks made in Ottawa by Messrs. Barnes & Co. have been sold to the Standard Oil Company of the United States, to be used in making up packages of oil for exportation. On showing to the satisfaction of the United States customs authorities that the shooks so imported from Canada have been made up into boxes and exported the company have been able to secure a refund of nearly the whole of the duty paid upon shooks when brought into the country. The treasury department at Washington has recently decided that Canadian shooks used in the manufacture of boxes are not entitled to the benefit of a drawback on exportation on the ground that the nailing done to shooks in the United States is not of sufficient importance to be considered part of the process of manufacture. This decision must lead to the full manufacture of boxes in the United States to obtain the benefit of the drawback, and it may compel the manufacturers to move their establishments over to American territory or quit the business.

THE log situation at Saginaw looks much better than it did a few weeks ago. The president of the Titabawassee Boom company estimates the total quantity of logs to come out of the Titabawassee and tributaries at 400,000,000 feet, but he does not expect that the company will be able to raft out much more than 300,000,000 feet. It is estimated that the output of the streams in the Saginaw district will aggregate 523,000,000 feet. Probably from 75,000,000 to 100,000,000 of these logs will be on hand at the close of the manufacturing season. The other sources of supply for the Saginaw river mills are the Flint and Pere Marquette and Michigan Central railroads, which at a conservative estimate will bring a total quantity direct to Saginaw river of 175,000,000 feet. It is estimated that 35,000,000 feet will be rafted from Georgian Bay to the Saginaw river and from Au Sable, Presque Isle county, and upper Michigan ports there will be rafted at a low estimate 80,000,000 feet. The total product for the supply of the Saginaw river mills the present season is approximated at 864,500,000. There will be sufficient logs to keep the mills running the remainder of the season.

THE St. Catharines Milling and Lumber Company have sued the Dominion government for $215,000 damages for the loss of logs, plant, &c. It appears that some six years ago, a number of gentlemen secured a license from the Dominion government to cut timber and transact business of lumbering generally on Lake Wabigoon. After obtaining the license they formed a company, secured incorporation by letters patent, and started business. Some two million feet had been cut, when in 1884 the Ontario government secured a decision of the Privy Council of England, the highest tribunal in the Empire, on the question of the ownership of the portion of the country in which the St. Catharines Milling company were operating. On the strength of this decision, the Ontario government served writs of injunction on each of the members of the St. Catharines company restraining them from further operations, at the same time seizing their season's cut of logs and plant, which were subsequently sold. The federal government, using the name of the company, resisted the provincial authorities in the courts, claiming that although Ontario had a right to the land, to the federal government belonged the minerals and the timber. Judgment being given adversely to the Dominion, an appeal was again made to the Privy Council, which upheld the decision of the Supreme Court and gave judgment in favor of Ontario. The company subsequently waited on Sir John Thompson, Minister of Justice, and asked to have the matter referred to arbitration; but the government decided to refer the matter to the Exchequer court for settlement. Sir John Thompson denies that the company are entitled to anything. The outcome will be awaited with much interest.

AN exhange says: Matthew Slush, the pine land estimator and agent for Wm. Whitney, who recently arrived in Bay City from Ottawa, declares that while in Ottawa it came to his knowledge that Sir John Macdonald had written a letter to a prominent pine land owner who lives in the States to the effect that Canada is willing to remove the export duty on logs just as soon as the United States removes the import duty on lumber. "I have been up in the Ottawa district," said Mr. Slush, "looking over a tract of timber which is to be sold there in August at auction. I was there at the instance of a United States syndicate which talks of purchasing the tract. It contains about 300 square miles. I find the subject of reciprocity growing in Canada as well as in the States. I believe that it would be one of the best things for this valley that could happen. With the rate at which Canadian stumpage is now held, Canadians could not interfere with our lumber market. It will cost them as much to place the lumber in our market as it does us, and at the same time we will have the advantage of getting stocks for our mills from Canadian territory." The statement in regard to Sir John A. Macdonald may all be true, and then again it may be a cunningly devised fable, most likely the latter, as Sir John is not likely to foreshadow what he may or may not do in certain events, in any letter he may have addressed to a private citizen of the United States. Our American friends, however, can rest assured of one thing, they are not going to get Canadian logs free of duty to manufacture in American mills so long as they retain the import duty on Canadian lumber. It is claimed by some that they can get along without our lumber, if this be the case, they can also get along without our logs; but it is a well-known fact that they want our lumber and that they want it on their own terms, and that they are more eager to get our logs than they are our lumber, and these they want on their own terms also. Do they suppose for a moment that we Canadians are so bereft of busines prudence as not to see that we have the matter in our own hands—that we hold the trump card? The hot heads on the other side can talk as much as they please about coercion and retaliation; but fortunately the wiser ones know that retaliation would, like the Australian boomerang, return on themselves. They can if they choose build a Chinese wall along the boundary line from one end of the continent to the other and shut us out entirely; but in doing so they close themselves in. If the American ports were closed against us to-morrow no Canadian lumberman need give himself any uneasiness regarding the finding of a market for his lumber. With our numerous waterways, and trunk lines extending their iron arms from the Atlantic to the Pacific, our lumber is bound to find a market, if not in the States by a little extra push in other countries. Canadians are not made of the kind of stuff to be awed into measures by threats of force, coercion and retaliation. When our American friends are ready to talk reciprocity in lumber we are willing to sit down with them and smoke the pipe of peace.

THE Canada Atlantic Railway Co. has reduced the rate on lumber from Ottawa to New York from $2.75 to $2.50 per thousand. The Canada Atlantic carry by rail to Lacolle, when it is transhipped into boats and forwarded thence by water. Some of the lumber firms object to the transhipment of the finer grades of lumber, which, by the extra handling, depreciates from one-half to two per cent. For coarser grades it practically makes little difference. It is understood that the Canadian Pacific, which is now carrying to New York at a $2.75 rate, transhipping into boats at St. John, will probably meet the reduced rate of $2.50 as on the Canada Atlantic. Rates by boat to New York continue at $3.00.

SECRETARY of the Treasury Windom has seen fit to order the bonded lumber yard of Burroughs & Co., at Hunter's Point, N. Y., to be closed, pending an investigation to be conducted concerning the whereabouts of 2,000,000 feet of Canadian lumber. The order was based on the report of special treasury agents who had been quietly looking into the manner in which Canadian lumber has been carried to N. Y. and what has become of it. The special agents being unable to find any trace of the Canadian lumber consigned to Burroughs' bonded lumber yard, the Secretary of the treasury deemed it best to close up the yard until the lumber could be traced. The duty would have amounted to $4,000. A little over a year ago a case was discovered where a barge load of lumber from Canada ordered to the bonded lumber yard never went into bond at all. The barge was taken to the yard but was not unloaded, and the boat was secretly towed down to the basin at South Brooklyn, where the lumber was being put on board a vessel bound for an outside port when discovered. Since then the methods of this imported lumber have been scanned closely. It is said the investigation in the present case will be conducted in secret.

THE sawdust question has broken out again, and this time in the goodly town of Peterborough. Four of the saw mill men were fined $20 and costs for permitting sawdust to flow into the Otonabee river. On the 6th of August the question was taken up by the local Board of Trade and fully discussed, after which the following resolution was passed: "That having heard the remarks of the different speakers, and that in view, and on condition of the proprietors of the saw mills on the Otonabee undertaking to use every means in their power compatible with the profitable operation of their mills to prevent the introduction of sawdust and mill refuse into the Otonabee river, in accordance with an agreement with the department at the request of the Town Council, this Board of Trade respectfully requests the Government of the Dominion to recognize the efforts of the mill owners in this direction, as an indication of their willingness to comply with the spirit of the law, and further requests the Government to forego the enforcement of the letter of the law unless this law be universally applied, and not applied alone to Peterborough mill owners, and that a copy of this resolution be forwarded to the Minister of Marine and Fisheries." Proceedings were again had against the saw mill men, and in each case, judgment was reserved pending advices from Ottawa. As is usual in such cases the mill men do not wish to go to the trouble and expense of reconstructing their mills or building new ones, and the people do not wish to have the streams polluted with sawdust and mill refuse. As we have intimated before in the columns of this journal, the true solution of this question lies in the practical utilization of sawdust. This thing of making a law, and then exempting it from operation on some streams and enforcing it on others, as well as making compromises with local councils, if not to nullify the law, to at least render it virtually inoperative, is a great deal like steering a bull by the tail instead of taking it by the horns. A number of methods have been adopted to utilize the saw dust and in some cases they have been succesful; the day is not far distant when sawdust, the cause of so much local trouble, will be treasured as one of the richest products of a saw mill Modern science is extracting from the dry sawdust, not only wood alcohol, pyroligenious acid, the bases of the anilines, but many new compounds in medicine, &c., to say nothing of its being converted into wood pulp, or being pressed and utilized for fuel. Fortune and fame await the man who has the genius and skill to invent a contrivance or method to convert it into a cheap and merchantable fuel.

THE labor commission which was appointed by the Dominion government to inquire into the relations of capital and labor, might have been more explicit in its classification of wages paid to the employes of the lumber industry, inasmuch as the investigations of the commission have cost the country, with the publication of their report upwards of $50,000. The lumber trade is the second leading industry of the country, and we had hoped that the commission would have been able to furnish the country with valuable information in such a manner as it would at least be intelligible. On the question of lumbermen's wages it is too ambiguous, many of the statements are very indefinite leaving the reader to do considerable guessing. At Ottawa, gang men with eight months' work in the year are put down at from $8 to $10.50 a week; mill men, at from $1.25 to $1.50 a day; pilers, $1.15 to $2 a day; shanty men at $16 a month and board; slabbers, $1.50 a day, and teamsters $7 a week. At Petrolia, it is shown that the lumbermen's wages ranged from $1.50 a day without board to $1 with board; but nothing is said as to what class of lumbermen is intended, whether green hands or experienced men. At Montreal, sawyers with six months' work a year, are put down at $1.50 to $2 a day; laborers, at $1.10 to $1.25 a day, six months' work; choppers, $24.18 and board a month, 5½ months' work; teamsters receiving the same, while drivers for five and a half months' work received from $1.25 to $2 a day. At Sherbrooke and at Hull the information is very indefinite. The sitting of the commission at St. John, N.B., shows that raftsmen were receiving from $1.75 to $2.75 a day, for eight months' work; deal pilers, $1.80 a day; gang men, $1.80; tail men, $1.50; middle men $1.60; circular men, $1.80, and lath sawyers, $1.80. At Newcastle, N.B., circular men received $1.50 a day; gang men from $1.40 to $1.60; lath sawyers, from $1.25 to $1.50; pilers, $1.50; running logs, 90 cents to $1 and board; tail men, from $1.10 to $1.60, and men in the woods from $14 to $18 and board. At Amherst, N.S., lumbermen in the woods are put down $16 to $20 with board, while lumbermen received $1.10 to $1.15 a day with board, but nothing is said about circular saw men or log runners. The report so far as the lumber interest is concerned might have been made more interesting and less misleading.

THE wonderful resources of British Columbia are attracting the attention of capitalists, not only of Canada but also of America, and it is surprising to see how rapidly the country is advancing even in this rapidly advancing age. That it has a great future before it we have not the least doubt. Its splendid climate, its beautiful waters and harbors, together with its vast fisheries, immense forests and rich mineral lands, with the vim and push manifested by its people, all combined bid fair to make it the Fairy Land—the Eldorado of the West. As trusts and combines are swallowing up, with the aid of English capital, many of the leading industrial interests, with the view no doubt of forming gigantic monoplies which will ultimately crush the smaller establishments, no wonder that smaller capitalists should turn their eyes wistfully to the west, looking for a retreat from the overdone centres of the east. It is ot British Columbia, a country blessed by nature and smiled upon by heaven, far away from the rigors of eastern Canadian winters, that they must and will turn their attention. Americans are beginning to see its great advantages, and it would be wise for Canadians to go in now and "possess the land." Alluding to its timber forests, an American writer who has been taking in the country says, in a communication to the New York *World*, that, "one of the great sources of wealth of British Columbia is the extensive forests of valuable timber, which apparently are inexhaustible. The prevailing timber is the Douglas fir, which is found on this island in large quantities. There is also a beautiful yellow cedar which grows on the island, which takes a splendid finish and is largely used for ornamental panels in connection with mahogany, red cedar and cherry. Scotch fir, oak, hemlock, maple and white pine also abound here. The several lumber yards in the city are doing a flourishing business, and the numerous and extensive saw mills which are in the immediate vicinity are tasked to meet the steadily growing demand. As consumers of lumber here I will mention three or four shipyards, two furniture factories, four waggon and carriage factories, box, cooperage and cigar box factories, and the building trades, the latter being particularly active just now. All branches of the woodworking industry have a most promising field here, for, in addition to a ready market for the manufactured product, the raw material is near at hand and easily and inexpensively obtained. I am impressed with the advantages offered by Victoria for pulp and paper mills, and I have no doubt these interests will sooner or later be added to her list of manufacturing enterprises. As this city is the largest and wealthiest in the province, it is also the chief centre of manufactures. The Albion Iron Works here are the largest on the coast outside of San Francisco, and there are several smaller iron foundries, machine works and stove works. There are also five boot and shoe factories, a large lithographing and printing house, wire works, vinegar and pickling works, six cigar factories, two bookbinderies, two soap works, two cracker bakeries, and oatmeal and rice hulling mills, in addition to the industries mentioned above in connection with the lumber interests, besides numerous minor enterprises. All of these establishments are in active operation, but the field of mechanical pursuits is not by any means over-cultivated, and it is safe to say that manufacturing in Victoria is only in its infancy."

THAT a great deal has been accomplished by the persistent agitation of labor subjects by the numerous labor organizations in this and other countries cannot be truthfully denied. While the ostensible purpose of the continued agitation is to improve the ordinary condition of the working class by securing for it opportunities which it could not bring about without the aid of the law, the resorting to strikes and other arbitrary measures are to be depreciated, inasmuch as they generally bring about results far different to those which they are the most desirous to obtain. The great bane of the working man is ignorance and his worst foe is the unprincipaled agitator. He should inform himself thoroughly on the great questions of the day, particularly those relating to capital and labor, and instead of trusting too much to the law-making power for assistance he should endeavor to cultivate self-reliance and depend more upon his own skill and individual efforts. Every man is his own architect, and his success depends a great deal more upon his own efforts than his dependence upon others. Mr. Edward Atkinson in an essay appearing in the August number of the *Forum* takes up this phase of the labor question, wherein the writer says, that the share which each person may secure to his own use and enjoyment of the world's increasing product, depends upon the development of his individual character and capacity, that all laws restricting the free use of time and opportunity, or of skill and talent, are inconsistent with the progress of society and with the progress of the individual as well. Not enough consideration is usually given to the mind of a man as a prime factor in turning to account the material resources of the world and in directing the great wealth producing operations in trade and commerce. The workman who rests his hopes of success upon the passage of some legislative act rests them upon a feeble suport. The great captains in the occupations of war and peace have almost invariably risen from the common ranks of society without the aid of any special law. In all gradations of society a similar condition exists, that the fortune of man is largely in his own keeping. Whether he shall be a capitalist or remain a common laborer depends mainly on the quality

of his mind. Unassisted or undirected manual labor is incapable of providing for an increasing population. Mr. Atkinson says: "The saving of capital at the beginning, however little it may be, is due to prudence, self-denial, economy and sagacity; and that the productive use of capital, after it has been saved, calls for intelligence, skill and mental capacity; while the larger the capital the greater is the mental capacity required for its application of productive purposes."

SPLINTERS.

IT is stated the lumber shipments from Duluth, Minn., this year by lake will be about 10,000,000 feet, a larger quantity than has ever before been shipped east from the head of the lakes. The shipments last year were about 5,000,000 feet. The eastern trade from this point is yet in its infancy, and as western competition has cut off much of the previous business done in this section, the eastern business promises to be of great importance to the lumber interests at the head of the lakes.

* * *

MR. THOMAS H. HOTCHKISS, U. S. consul-general at Ottawa, gives the value of exports from the consular district of Ottawa to the United States for the fiscal year ending June 30th, 1889, at $3,267,598. This is considerable of an increase over 1888 when the total was $2,937,314. The exports in lumber last year were $2,672,701 as against $2,465,688 in 1888. The value of export in box shooks has increased from $63,339 to $234,162. It is no doubt largely owing to the great increase in the export of box shooks that the treasury department raised the duty to prevent competition with American manufacturers.

* * *

THE Dominion government by proclamation in the *Canada Gazette* of Aug. 10th, has exempted the Ottawa river from the Chaudiere falls to McKay's Bay, and the Gatineau river from Chelsea to the mouth of the river, from the operation of the regulation which prohibits the depositing saw dust and mill refuse in navigable streams. The following streams and rivers have also been declared exempt from the same regulation: Crooked Creek, Albert county, N. B.; Nashwaak river, N. B.; Beaver creek, Ont., and that part of St. Francis river, in the county of Richmond, Que., known as "Brompton Falls." The exemption is in regard to saw dust only.

* * *

THE Dominion government recently came to a decision in regard to the crown timber office at Ottawa. Mr. John Poupore, ex-M. P., the head of the office, has been superanuated, ten years being added to his term of service, making seventeen years in all. This will give Mr. Poupore an annual allowance of $884. Mr. C. S. McNutt and Mr. James Ritchie have been superanuated, the former to have $1,240 a year and the latter $928. Mr. Jackson, a messenger, is also placed on the retired list, his allowance to be $216 a year. Mr. A. J. H. Russel is allowed a gratuity of $350. Messrs. Smith and Slater will probably be retained in the service of the government. Mr. Smith will be the collector of slide dues at $1,200 a year.

Lumber for Packing Cases.

An American lumberman, writing from Liverpool to an American exchange, says: "It has occurred to me that an extensive business might be worked up in this country for packing cases among the cotton and woollen mills, and shipped here in shooks, or knock down. Especially might this be done when the Liverpool and Manchester ship canal is completed, on which from 12,000 to 15,000 men are at work. When finished the largest ocean vessel will be able to run up to Manchester without unloading here, and thus save the enormous cost of dock dues and other charges, as at present. It is said by those who claim to know, that it costs more to take a bale of cotton from Liverpool to Manchester, 35 miles, than to bring that bale of cotton from Memphis or New Orleans to Liverpool—more than 4,000 miles. The freight charges in this country are much higher than in the United States. When it is taken into consideration that 45 per cent. of all the cotton goods in the world are manufactured in the Manchester district, the reader can understand that this means also the consumption of a large amount of lumber used to box up or pack the goods from these cotton mills. These goods are shipped to all parts of the world. In addition to these cotton mills there are in the Lancashire and Yorkshire districts a great many large woolen mills which consume a great amount of lumber for packing cases. These cases are mostly made from spruce. The lumber which comes to Liverpool, London, Hull and Glasgow—3 and 4-inch deals—is shipped to the various parts of the country, hauled from canal boats or cars to the timber yards, re-sawed in the saw mills, worked through the planing mills, and then carted to the cotton and woolen manufacturing establishments. There is waste and expense every time this stuff is handled after it is unloaded from the vessel which brings it here, until it is put into the cotton and woolen mills. There would apparently not be many different sizes, as the widths of the manufactured cotton and woolen goods do not vary greatly, and regular standard sized packing cases are required.

In mentioning the matter to an extensive timber broker here who handles large quantities of American lumber, he expressed his opinion that if this thing were taken hold of in the proper way he believed it might be made an extensive and profitable business. This could probably be done best by dealing through a responsible broker here, or in Manchester, or other places in Great Britain who had the influence to secure contracts for such stuff; and would be much more likely to succeed in overcoming the prejudices of the mill owners than if a native American undertook to go about it alone. This idea impresses me all the more from the fact that in several saw and planing mill establishments the parties who controlled the business would say to me, 'Yes, we are glad to get your American timber, but we don't want you to send us any of your worked stuff over here. We want to do that kind of work ourselves.' Of course they do. Every thousand feet of worked lumber which comes here stops just that much work passing through their mills and in time, should the business be pushed with characteristic energy of other American lumber enterprises, it would close many saw, planing and wood-working establishments in this country. In addition to this it would open a wider market for our American lumber and shut out that much from the Baltic. While these people are strongly rooted to old methods and have strong prejudices against new-fangled ideas, they are open to conviction when they can save in their purchase anything above 1 per cent. And it would seem that the saving to them in this matter would be much greater than the rate I have named."

While the above remarks are evidently intended for Americans they are equally applicable to Canadians. Manchester is the centre of the largest cotton manufacturing district in the world, from which is shipped cotton and other manufactured fabrics to every country on the face of the globe, while Yorkshire is equally noted for its immense production of woolen goods. In packing these goods for foreign shipment thousands of packing cases are annually used, and we have not the slightest doubt that by well-directed efforts, a large market could be created for a class of lumber which our manufacturers would be only too glad to sell.

OPERATING A BAND SAW.

[Tradesman]

Never get in a hurry when running a band saw. You may crowd a circular saw until it gets discouraged and stops, but the band saw will not stand any such racket. Use a band saw well and it is the best tool ever placed in a shop, but abuse it as you do a circular and it will kick itself all to pieces like a loose jointed crab. Do not let the top wheel pitch backward, that is, so the saw will run hard against the flange that is cast upon the back edge of it. If you do, it will wear the back of the saw very rough, and this in turn wears out the guides above and below the table.

Pitch the wheel toward you, if it must pitch at all. If the machine is well built, the wheel should run with its arbor perfectly level, and we regard this flange, also the arrangement for tilting the wheel, as attachments worse than useless. They add to the first cost, complexity and "tinkerability" of the concern. A man alters the wheel a little to make it run better. He moves it the wrong way, and it takes him half an hour to get the wheel set again so that the saw will run.

Don't allow any waste wood to lie upon your saw table; as fast as you cut off a piece, push or throw it off. These pieces are apt to get were you don't want them and make trouble. One of them may fall through the table beside the saw, if very small, and get between the saw and pulley, or it may stick in the table and pinch the saw. In either case you can count on taking half an hour with the brazing tongs.

Keep your band saws true. If you can't make a saw run true, don't run it. Either spoil it or fix it, or get an expert to do it for you. If the back of the saw is not straight, it should be made so. It must be hammered. If there is a concave spot, the hammering must be done at the roots of the teeth, but if you find a convex place the back of the saw needs the hammer. A blow of the hammer stretches the saw, that is all there is about the mystery of saw hammering; bear it in mind and you will soon learn where to strike.

If a saw breaks while running, it is very apt to double up short just where it goes through the saw table. Sometimes it gets a twist which makes you think of a lightning rod. With a little care and a good deal of patience, you can straighten a saw. Bend out all the big places first. Do all you can with your fingers. Don't lay the saw on a board and go for it with a mallet, for doing so will only put in lots of new kinks, without taking out any of the old ones. Perhaps you will find a place that must be cut and braged. If so, do it at once, before straightenlng the saw. Let that poor place go, straighten the saw ever so nicely, and it will break at the place, and you will have all your straightening to do over again.

Let a saw once get bent and it will bend again the first chance it gets. It seems to take all the backbone out of a saw to get a short bend in it. When you get the saw straight on the back, hammer out all the bends. Some of them can best be worked out with a pair of small pliers. When ready to file, put the saw on the machine and joint it. Look it all over and see how many twisted places you can find. One of these twists is worse than a dozen kinks. It requires a good deal of engineering to get them out of the saw, but out they must come if that saw is to be good for anything.

Joint the saw well before you file it. The best thing to joint a saw with is a piece of Turkey emery paper just as it came from the mine. Some people use a vulcanite wheel or a piece of one, but this is apt to be too soft. Don't use a stone which the saw will cut into. It corners off the teeth and leaves them rounding. An Arkansas slip is a good thing for jointing saws, and the small flint stones that are found in chalk quarries will also answer the purpose tip-top. Whatever stone is used, see that it has a good flat face where it is applied to the saw. Grind it true on a grindstone or emery wheel. Put a clamp on the stone and you can hold it square with the saw to. Joint one side more than the other and yon will have to "carry a helm" all the time and will cut more circles than you want.

Don't set the saw too much. A printed sign should be stuck up over every bench and nailed to every clamp or vice for filing saws. It should read: "use as little set as possible." Just enough to let the saw run free, is all that is needed. For very small circulars use a very narrow saw, but do not try to set a $\frac{3}{8}$-inch saw wide enough to turn around in a half inch circle.

Some band saws have one guide above the table and some have two, and the guide with two bearings is the one you want every time. A saw mill sometimes vibrates back and forth above the guide just like a fiddle string. When it does this, it is apt to have another vibrating spot just where the table comes, and then it works mean, and you can't make it cut smoothly. With a double guide, this vibration does not accur at the level of the table. Keep the guides snug to the saw. Have them fit well and oil them once in a while. First-class band saws have a little chute rigged just below the table to carry off the chips and saw dust. It should be upon every saw. Chips and dust don't do any good when they get between the saw and the pulley, or the pulley and the floor.

THE NEWS.

ONTARIO.

—The Katrine saw mill is cutting 30,000 to 40,000 feet a day.

—Brady & Hartley's shingle mill, at Washago, is running night and day.

—The timber slides at Almonte have been sold to Mr John Baird for $900.

—Rathbun's big mill, at Deseronto, is cutting on an average 2,500 logs a day.

—The recent break in Mickle's mill at Gravenhurst will cost $900 to repair.

—Mr. W. J. Fletcher, of Alliston, is making some important improvements in his mill.

—The Canada Atlantic Railway is at present doing a rushing lumber freight business.

—Owing to a scarcity of logs, Messrs. Pierce & Co., Ottawa, have not started their night gang.

—Mr. J. R. Booth is having his depots and shanties on the Nipissing limits connected by telephone.

—Mr. J. Budd, Minesing Station, has completed his new saw mill and will soon have it in running order.

—Ross, Hall & Brown's new mill at Rat Portage, is now busy manufacturing lumber for local and export trade.

—Messrs. Strickland & Co., Lakefield, have been fined $20 and costs for allowing sawdust to fall into the river.

—Messrs. Graham, Horne & Co., of Port Arthur, are increasing the capacity of their saw mill at Vermillion Bay.

—Messrs. Bonsall Bros.' shingle mill, at Portland, is taxed to its utmost capacity to fill orders, chiefly for the local trade.

—McLaughlin Bros., Arnprior, will build another large steam mill this winter. The ground is now being cleared for the purpose.

—A raft of excellent dimension timber ran the Deschenes Rapids July 19th, having come from the Amable du Fond limits of Booth & Hall.

—Large booms of Messrs. Gilmour & Co.'s logs of Chelsea have been made up at Grenville, Calumet, and near the head of the Long Sault Rapids.

—The cut of the Lakefield Lumber & Manufacturing Co., this summer has been 10,000,000 feet of lumber, 3,000,000 lath and 100,000 shingles.

—Mr. Gray, of Dundas, has bought 1000 acres of land near Silverwater, Algoma, and is going to put up a steam saw mill at Shishiwaning village.

—The Cutler & Savage Lumber Company, of Michigan, intend transferring their field of operations to the Georgian Bay region in Canada in about a year.

—The last of the season's drive of logs passed through the boom at Belleville recently. The drive is said to be the largest on record—over 600,000 pieces.

—The Madawaska drive is considerably scattered along the river from Calabogie to Griffith, which will be a great drawback to the speedy delivery of the logs.

—F. B. Schofield & Sons, Woodstock, have sold out their planing mill to Thos. McClay, of Mitchell, who intends carrying on the business and enlarging the same.

—The lumbermen in Nipissing are preparing for the winter's work. Some of the American companies are in now building their shanties and getting ready for operations.

—Mr. Edward Benoit, of Rutherglen, intends moving his saw mill into the village of Callander, C.P.R., this fall and hange it into a steam saw mill.

—Two rafts, belonging to R. Klock & Co., ran the slides at the Chaudiere last month. They contained eighty cribs each of large waney pine. These make the third raft brought down by Messrs Klock & Co. this season.

—Fishery Inspector Gilchrist has been prosecuting Peterborough saw mill men for allowing sawdust and mill refuse to go into the Otonabee river. Messrs. Irwin, Hazlitt and Hilliard have been fined $20 each and costs.

—The Collins' Bay Rafting Company have rafted 500,000 cubic feet of board timber at Belleville and sent it down the the river to Quebec. It is the intention of the company to transfer their interests from Toronto to that place.

—Eighteen cribs of square timber and hemlock saw logs are on their way to Kingston for the dry dock. This is the first consignment of some forty-two cribs from Ottawa for the same purpose. The cribs will contain 700,000 feet of surface measure. The contractor receives 1½ cents per square foot for its delivery in Kingston.

—Mr. Alex. McCormack, recently sold to Robt. Booth of Pembroke for $70,000, a valuable timber limit, 27 square miles on the Nipissing branch of the Petewawa river. The limit is partly in Devine and partly in Butt township.

—A meeting of the creditors of Francis Hardy, saw mill owner, of Osgoode, was held at Ottawa, Aug. 6th, when it was decided to wind up the estate. Mr. P. Larmouth was appointed assignee, and Messrs. J. W. Russel, W. J. Campbell and Thos. Workman inspectors.

—The collector of customs at Amherstburg has detained a large raft of timber from the Georgian Bay district got out by an American firm for export to the United States upon which duty had not been paid. $3,500 was afterwards deposited in the collector's hands to cover the duty.

—The well known lumber firm of R. & J. White has assigned for the benefit of creditors. The firm has been in business for a number of years. The Whites had branch stores at Sudbury, North Bay and Ascola, besides doing a large lumbering business on the Bonnechere, Coulonge and Black rivers.

—The last raft of the season has passed down the Petteawawa. It belonged to Mr. Alex. Fraser, of Westmeath, and consisted of 138 cribs, and contained in all about 3,000 pines. The timber is said to be of excellent quality, and is being taken down to Quebec where it will likely find a ready market.

—The tail end of the first drive down the Trent, from Gilmour & Co.'s timber limits, has arrived at Trenton, and is now safely through the slide in the boom. The river is piled full of logs. Gilmour's mill is in full blast, and the factory has been running extra time and night work to fill the orders.

—D. Davidson, of Penetanguishene, has two one-circular saw mills across the bay and cuts about 3½ million feet of lumber annually. He owns a tug and the little passenger steamer Maude Davidson, which makes frequent trips to the rocks and the islands, which are famous resorts for tourists and visitors.

—S. & J. Armstrong, who are running a saw mill and carrying on a large general business at McKellar, being hard pressed, have succeeded in getting an extension of two years from their creditors by giving security. Assets $24,000 and liabilities $15,000. The cause of the trouble was slow payments.

—Mr. McDonald, of Toronto, general manager of the Ontario Lumber Co., has purchased all the company's limits in Chaffey and Stisted, and is preparing to commence to work the limits this winter. The stock will be manufactured in Huntsville. A mill is to be built on the bay to be ready for the spring work.

—M. Boyd & Co.'s saw mills, at Bobcaygeon, have a capacity of about 100,000 feet a day, and the aggregate cut averages about 14,000,000 feet a year. They employ about 150 men and can boast of having the most important industry in the place. A large branch for the sale of their lumber is carried on at Albany, N.Y.

—Two young Ottawaites had a narrow escape from a serious accident while returning up the Ottawa in a small skiff. When directly opposite the Rideau falls a sawdust explosion occurred almost directly underneath them. They were badly scared as their craft was nearly swamped. They say the water and sawdust shot at least forty feet into the air.

—The last drive of the season is about out of the Petewawa river. It belonged to McLaughlin Bros., of Arnprior, Hurdman & Co., of Ottawa and Mr. Fraser. There is only one raft of timber left up the Petewawa, and it will be impossible to get it out this year. The timber in the raft is said to be of very fine quality, and ahead of any taken down the Ottawa this year.

—The tug Rooth and raft and three million feet of logs were released by the Amherstburg customs authorities upon the parties depositing $4,000 for export duty on the raft and $400 fine for the tug. The matter will be tried at Ottawa, as the other rafts brought down by the Rooth this season were measured at Point Albino by customs officers and duty paid before being taken to the United States.

—Deseronto *Tribune:* A visit to the Cedar Mill shows that everything is booming about that busy establishment, and better work is being done than in any previous season of its history. This is proven by this fact, among others, that 53,000 ties were cut last month in addition to the vast output of shingles and timber. Large shipments are daily made by rail and water. Not long since the hands in an institution ironically entitled the *Big* Mill asked if the Cedar Mill was running this year. The Cedar Mill boys consider this question another conclusive proof that the Big Mill men are very slow and away behind the times.

—Messrs. Barnes & Co.'s shook factory at the Chaudiere closed down Aug. 13th, throwing 200 men out of employment. The machinery, trucks, &c, will be removed to Rouse's Point, where the firm have already in operation a large shook factory. The only men who will remain in the employ of the firm will be a few who will carry on the shipping of rough lumber requisite for the factory at Rouse's Point.

—The C. Beck Manufacturing Co., (Ltd) Penetanguishene, with a paid up capital of $250,000, have 3 extensive mills, known as the "Penetanguishene Mill," the new Keene mill and the shingle and planing mill. They cut a daily average of 150,000 feet of lumber. They claim to have the fastest running circular saw in the world. They own a steam barge with a carrying capacity of 280,000 feet of lumber and a large steam tug.

—The Rathbun Company, Deseronto, have obtained a judgment for $5,580.58, with interest, from the corporation known as W. D. More's Sons, of Lowville, N.Y., upon failure to answer. The complaint of the Rathbun company is based upon the failure of the More concern to liquidate various drafts of exchange drawn in their favor to the order of the Bank of Montreal and made payable to the Black River Bank, of Lowville.

—At the Ottawa assizes, opening September 12, a case of unusual interest will be tried. The plaintiff is D. Waite, a lumber merchant of Cambridge, and the defendant Thomas C. Day, of Roseboro county. In March last, Day instituted an action against Waite for stealing lumber, and had him arrested and imprisoned. The magistrate discharged Waite, who now enters an action for false arrest and imprisonment against Day, claiming $5,000 damages. The defense set up that there was a reasonable and proper cause for making the arrest.

—The French River Boom Company has given notice of its intention to apply for letters of incorporation from the Ontario government to enable it to carry out work and improvements to facilitate the transmission of timber on the French river. The company is also asking for power to erect mills for the purpose of carrying on a general lumber business. Toronto is to be the chief place of business. The capital stock of the company is to be $100,000, in shares of $100 each. The names of the applicants are as follows: H. H. Cook, H. J. Bohme, F. E. Macdonald, all of Toronto; C. Henderson, of Bracebridge, and N. Irvine, at French River.

—Ottawa *Free Press:* During the shanty season, which is now about closed, upwards of 800 bushmen registered in the Lower Town hotels. Many of these complain bitterly of the way they were treated both by the lumber firms and hotel men. The former they claim have reduced the wages slightly every year, and next year it appears intend to make a still further reduction. Then, too, they say that in order to be engaged they generally strike the city a month or more in advance of the season to look for employment, which also necessitates a big expense for nothing. A great many who went to the woods last winter are completely penniless. Most of them were from Quebec province.

—Messrs. Flatt & Bradley, the well-known timber and lumber merchants of Hamilton, have disposed of their Hamilton business to Mr. W. D. Morris, of the Samuel Rogers Oil Co., of Ottawa. The purchase includes about 2½ acres of valuable land in the heart of the city, stock of hardwood and pine lumber, etc., on hand, also horses, wagons, sleighs and the good will of the business. Mr. Morris has associated with him Mr. John Bradley, of the firm of Flatt & Bradley, and James McBain Reid, of Kansas City, who will carry on the business till a charter is procured under the style of Bradley, Morris and Reid. Mr. Reid will be manager, having had an extensive lumbering experience heretofore.

—One of the many dangers that a raftsman has to encounter was forcibly illustrated recently when two cribs of a raft of Gee Bros. collided in the Chaudiere slides, but fortunately no one was hurt. A crib manned by two men was making rapid progress, when at the bottom of the first pitch the mass of timber stuck, the hind part being lifted considerably by the force of rushing waters, and the men being nearly carried off. They, however, managed to jump on the long pier by the side of the slide and proceeded to give warning of what had happened. As they reached the top of the pitch, to their terror they saw another crib about going over. They shouted to the men to jump, which they did just in time to save their lives, for a couple of seconds more would have been to late. The second crib bounded over the pitch with lightning rapidity, and went almost clear under the one that was stuck at the bottom. In an instant the crib was shattered and the timbers were swept over the remainder of the slide. The men off the raft were engaged in big boats for some time afterwards gathering together the pieces that were distributed over the river.

—David Shaw, lumberman, Bixly, has assigned.

—A raft valued at $70,000 recently passed down the St. Lawrence river.

—James Playfair's mill, at Sturgeon Bay, finished cutting piece logs last week. They still have a month's cut of hemlock and hardwood on the river bank.

—John Richardson, proprietor of Culloden mills, is said to have received a contract from a firm in Petrolea for 100 carloads of saw dust at $7 per car, delivered on board cars.

—The Rathbun Company have over 250,000 logs stored up in Lewey's cove across the bay on the Sophiasburg shore. There are enough logs their to keep all the establishments in Deseronto busy cutting for a whole season. None of this will be touched this season ; it will be held in reserve for coming years. The visitor to that shore cannot but be impressed with the extent of that mammoth log pond.

—Mr. Woods, manager of Messrs. Barnes & Co.'s box shook factory, recently had an interview with the Hon. MacKenzie Bowell. He states that the firm has just lost a hearing of their case before the treasury board, the reason given being that the shooks are virtually completely manufactured and require next to nothing to be done on them on the other side, and are therefore subject to the higher duty. They intend to fight the matter out in the courts.

—Gravenhurst, the centre of the lumbering district of Northern Ontario, can boast of having 14 saw mills, all of which are busily engaged in manufacturing lumber. The principal mills are Mickle's, Cockburn's and McNeil's. Fifty men are employed in Cockburn's mill, the output of which is 40,000 feet of lumber, 25,000 feet of shingles, and 20,000 feet of lath per day. Mickle, Dyment & Son, employ 120 men. The capacity of their three mills in West Gravenhurst is 120,000 feet of lumber, 60,000 shingles, and 50,000 lath per day. J. J. McNeil's mill has an output of 70,000 shingles a day, and about eight million shingles are cut in the season.

—The mill of the Parry Sound Lumber Co., Parry Sound, is run by water power furnished by the Sequin river. The company have some 400 square miles of timber limits around Parry Sound. They own the steamer Minnehaha, which is used for towing logs, and the company are building a steel barge of 1,000 tons, carrying from 900,000 to 1,000,000 feet of lumber, which will be completed this fall and ready for business in the spring. The facilities for shipping the product of the mill are excellent, the docks having a capacity of nine million feet. The season's cut of the mill is set down at fifteen million feet of lumber and four million lath. This year the mill is being worked to its full capacity, although as a rule ten million a year is all the company aim at cutting. The company have recently built a shingle mill with a capacity of twelve million ; this building is separate from the water mill and is driven by steam. The average output of lumber at the Parry Sound mills is 30,000,000 feet.

—The Dodge Wood Split Pulley Co., of Toronto, report the following recent sales of their Patent Rope Transmissions, all of which can be seen daily in operation: Robt. Gardiner & Son, Montreal ; The H. R. Ives Co., Montreal ; Ontario Bolt Works, Toronto ; Augustus Newell & Co., Toronto ; Dartmouth Rope Works, Halifax ; A. W. Morris & Bro., Montreal ; The Joseph Simpson Co., Toronto ; J. T. Huber & Co., Berlin ; Warden King & Co., Montreal ; J. Brown & Co., Quebec ; The Beaudry Estate Co., Montreal ; Gananoque Carriage Co., Gananoque ; Gellow Hersey & Co., Montreal ; Force & Dickinson, Elmwood ; Darling Bros., Montreal ; J. Laurie & Bro., Montreal ; J. & T. Bell, Montreal ; North American Glass Co., Montreal ; The Abbatoir Co.'s Montreal ; Canadian Edison Mfg. Co., Sherbrooke ; Doty Engine Works, Toronto ; Cumberland Railway & Coal Co., N.S. ; Chas. Boeckle & Son, Toronto. They also report large sales of their celebrated Wood Split Belt Pulleys which are rapidly taking the place of Iron in all portions of the country.

QUEBEC.

—Bastien & Co., lumber dealers, St Phillipi, have dissolved. Mr. Bastien and J. B. Joliet continue under the same style.

—Mr. Onesime Chalifour, of St. Roch's, has purchased the late H. N. Jone's saw mills and property at Hedleyville, and will carry on the saw mill business there.

—The New Glasgow Lumbering Co., of Montreal, has assigned, with $15,000 liabilities. The chief creditors are the Banque Ville Marie, at whose instance the assignment was made, and are in for $10,500. The Ontario Bank is interested to the extent of $3.000.

—The Roberval Lumber Company, of Roberval, consisting principally of Mr. Ross, of Quebec, Mr. Beemer and Mr. B. A. Scott, have just erected a magnificent steam saw mill, fitted with the most modern improvements, including a circular, saw revolving 10,000 feet a minute and gang saws making 22 strokes in the same brief period of time. Three logs are thus squared and cut every two minutes, and it is the intention of the company to saw 150,000 logs per season, 20 per cent. of which are said to be pine, and the balance spruce. The company own 900 square miles of timber limits on the Peribodca and Mistassini, and other rivers flowing into the lake. The logs cut in these limits are floated down stream, and then towed across the lake by the steamer to the mill. The boilers in the mill are automatically fed with sawdust.

BRITISH COLUMBIA.

—Vancouver papers report a building boom.

—The Eau Claire Lumber Company, of Calgary, owing to the Bow river raising, have been enabled to float their logs to Calgary.

—A Victoria, B. C., man is said to have discovered a process by which lumber can be rendered fire proof at a cost of $1 per thousand.

—F. G. Strickland & Co., of new Westminster, have sold a sawmill outfit to the Methodist Missionary Society, who will erect the mill near Fort Simpson. It will be driven by water.

—The Victoria Lumber Manufacturing Company, Victoria, will shortly proceed with the extension of their mill at Chemainus, Vancouver Island, enlarging it to a capacity of 250,000 feet per day.

—James D. Leaky, of New York, who built the famous Joggins raft in Nova Scotia, has made arrangements to build a similar raft on the coast of British Columbia. to be towed to San Francisco.

—The shingle mill lately built on Gambier Island, by W. L. Johnston & Co., of Westminster, is completed. The mill is turning out 30,000 shingles per day and this number will be largely increased.

—Freight rates on lumber from Burrard Inlet are as follows to Hobson's Bay, 57s. 6d. per m. ; to Melbourne Wharf, 62s. 6d ; to Sidney, 52s. 6d. to 55s. 6d., per m. ; Shanghai, 60s per m. ; W. Coast South America, 55s. per m.

—The *Columbian*, of Westminster, B. C., says ; The bush fires all along the coast are extending considerable, and unless rain comes soon they are bound to do much damage to valuable timber lands. The smoke is also likely to interrupt navigation if it becomes much more dense.

—Vancouver *World:* T. S. Higginson, Crown Timber Agent, was in the city. He has only lately returned from Revelstoke and says the town is getting along very well. A fine saw mill is being erected and also a shingle mill, whilst work on the smelter is giving employment to a number of men. Some of the timber in that section is of excellent quality.

MANITOBA AND THE NORTHWEST.

—J. Foreman has started a lumber yard at Alexandria.

—J. W. Sorsodeil has opened a lumber yard in Winnipeg.

—It is said the lumber cut on Lake Winnipeg this season will be 3,000,000 feet less than last year.

—Dick & Banning's logs have arrived at their mill at Keewatin. The mill will run night and day for the balance of the season.

—The saw mill at Emerson, which has been idle nearly ever since it was built, is working this year on logs from Minnesota.

—There is now no prospect of Mitchell & Bucknall getting their logs down to their mill at Millwood, at least before fall, and perhaps not then.

—The logs in the Riding mountains are mostly hung up for this year. Mr. Christie, of Brandon, has a lot of logs hung up on the Birdtail river.

—Ald. Alexander, manager of the Hastings Saw Mills, Vancouver, B. C., was in Winnipeg recently with a view of establishing lumber agencies in Manitoba.

—Mr. John A. Christie of Brandon, has puschased the whole season's cut of the mill of H. Bulmer Jr., Rat Portage, consisting of about 4.000,000 feet of pine lumber.

—Christie's mill at Brandon has been closed down, the logs brought down the Assiniboine last fall having been all used up. There is no prospect of getting more logs down at present.

—In consequence of the water being low in the Saskatchewan river, the boats have been unable to run this season. At Edmonton the people have given up all hopes of a boat getting in this year.

—A big drive of logs reached Winnipeg recently for D. Sprague's mill. The drive has been forty-three days in coming from Grand Forks, where it was locked for a time, and blocked the river for two miles. Mr. Sprague will cut about 3,000,000 feet this season.

NOVA SCOTIA.

—A number of mill owners of Cape Breton, have entered an action against the Dominion government to recover damages sustained. It is alleged that in the erection of bridges for the Cape Breton railroad, the goverment has caused the water to be dammed and diverted, so that it is impossible to float logs with the same facility as before The railway act under which the claims are made promises that in operations upon rivers, the latter shall be left in their former state, or equally as good. This has not been done in the cases cited, and heavy damages are now demanded.

NEW BRUNSWICK.

—Alex. Gibson, lumber, etc., Marysville, has changed the firm style to A. Gibson & Sons (Ltd).

—It is estimated that about 55,700,000 feet of logs B.M., are hung up on the streams in N.B., with but little chance of getting to the St. John's mills this season so as to be of any service this year.

—A number of American capitalists recently purchased several thousand acres of land in Douglas county, from the New Brunswick and Nova Scotia Land Company. The object of the purchasers is to procure wood for manufacturing wood pulp.

—J. A. Black, of Moncton, is about to engage extensively in the lumbering business, having purchased 8,000 acres of woodland on Stewiachi River, with a water mill on the property. He has contracted with A. Robb & Sons for one of their rotary mills, with 60-h. p. engine and 75-h. p. boiler, to be completed Sept. 15th. The property cost Mr. Black in the neighborhood of $20,000.

—A very influential and significant gathering of the lumber kings of the North Shore was held at Newcastle on the 25th July, to consider and resolve on the question of stumpage on crown lands. It was resolved to insist upon the local government complying with the following demands. (1) Renewal of the present ten-year leases. (2) Reduction of the stumpage from $1.25 to $1 per thousand. (3) Reduction of mileage from $8 and $4 to $2. (4) Adoption of Quebec scale. (5) Making expenditure on streams to facilitate driving and constructing portage roads. It is understood Mr. Snowball, ex-M. P. P for Northumberland, expressed himself very strongly against the Government's policy and intimated that he had spent money to turn the old local Government out, and was prepared to do the same against the present one unless the lumbermen's demands were conceded.

AMERICAN.

—Extensive forest fires are raging in Montana, Oregon and other places, about the most extensive forest fires ever known.

—Bleker & Hagaman, Canadian lumbermen, will put in a lumber plant at Cordele, Ga.

—The present scale of wages in the logging camps at Puget Sound are as follows : Teamster, $75 a month ; chopper, $65 to $70 ; hook tender, $45 to $50 ; barker, $40 ; swamper, $40 ; sawyer $55.

—At the rate mills are operating at present at East Saginaw, Mich., with a season of ordinary length, the output in the river will exceed 700,000,000 feet, and unless the shipments are exceptionally brisk there will be a large stock on hand when the mills close.

—Both white men and negroes are employed in the saw mills in the Southern States. Common labor is paid from $1 to $1.25 per day and skilled labor from $1.50 to $2.50 per day. Negroes are preferred for common laborers and white men for skilled labor.

—It is said that in the Kawkawlin river, Mich., there is hung up 5,000,000 feet of logs that it will be impossible to float out this season. On the Molasses about 2,000,000 feet will not come out. On the other streams in the Saginaw valley moderate progress is reported.

—Miller & Lewis, Bay City, Mich., are cutting a large consignment of logs from Georgian Bay for R. G. Peters and others. The timber is said to be of good quality, and cuts out fully as good as expected. 25,000,000 feet of this stock is being manufactured at Bay City mills.

—Lumber was exported from the Puget Sound mills to foreign and domestic ports during the fiscal year ending June 30, amounting to 3,059,236,883 feet, valued at $48,127,618. During the fiscal year the total shipments of lumber to foreign ports comprised, 143 cargoes, 130,420,985 feet ; valued at $19,191,099.52.

—The first full train load of any products from the Pacific Northwest, left Tacoma, W.T., for Chicago, August 12th. It consisted of a train of 19 cars, carrying over 2,500,000 of red cedar shingles. The shipment was sent over the Northern Pacific railroad, by the North Pacific Consolidated Shingle Company, of Tacoma, consigned to Chicago for distribution to Ohio and Illinois points.

HOME AND FOREIGN TRADE REVIEW.

Office of CANADA LUMBERMAN
August 30th, 1889.

During the month local trade throughout Ontario has been remarkably dull, but this is no unusual circumstance at this time of the year. The desire for pleasure and recreation during the summer months in Canada is too great to be resisted, and men engaged in the lumber trades generally look out for their share of enjoyment. From this on trade is expected to improve.

Trade at Toronto has been really dull during the month, customers wanting nothing but their ordinary every day supplies. There has been no change in prices. Shingles are too plentifull and the supply is in excess of the demand. There are too many mills on the new extension of the Northern and North-western Railway making a low grade of XXX shingles and selling them at any price that can be obtained for the sake of realizing the cash. Stocks are piling up at the mills and there seems to be as yet a very slow movement of the new cut. Dry lumber has beeu pretty well worked off and is becoming very scarce. There are a number of large stocks new cut that have not yet changed hands and the indication on that urges caution about loading up too heavy. The usual monthly blockade is in force again in Toronto. The Grand Trunk officials admit that this wretched state of affairs will continue until new delivery sidings are added, but when the remedy will be applied nobody knows.

Trade in the Ottawa valley in pine lumber and shingles is quite stagnant. Box lumber is off $1 per M. in price. There seems to be more lumber offering than buyers therefor. Ash lumber is also dull. Unless trade improves very much in the fall the coming winter's operations in logs will be largely curtailed. Shingles are lifeless. It is hoped that the abundant harvest and improvement in the iron trade may give more tone to the market before long.

At Montreal the market shows little or no improvement, few lots changing hands, either in large or small volume, it is not being expected that much building will be done this fall. At yards there is a moderate amount of hand to mouth retail trade, and prices have ruled steady. There is a satisfactory export demand at the mills at firm prices, manufacturers not being willing to make concessions, while shippers are rather anxious to buy, the opportunity being in their opinion a favorable one. The cut at the mills is very large. The appearances for European and South American trade is good.

At Ottawa, Quebec, and along the coast of New Brunswick and Nova Scotia export business has been very brisk, and is likely to continue so until the close of navigation. The amount of square timber going forward is unprecedented.

The exports from Richibucto, N. B. from June 1st to date, to the United Kingdom amount to 5,073, 843 sup. feet, deals, ends &c. and 8,460 palings; and from Buctouche, N.B. 24 75,609 sup. feet deals, ends &c.

The Quebec timber market keeps strong and some sales are reported. A raft of square, about 43 feet, with some 19 inch waney has changed hands at 35c, and a raft of small white pine 23c, with red at 17c. Choice Michigan waney of 19 to 20 inch has been sold at 45c.

FOREIGN

The market in London and on the coast is reported as being very quiet. The building trade is somewhat better, but the demand is languid, and an improvement is not looked for until buyers are assured that consignments will be kept out of the market. The strike of Dock laborers has brought shipping to a standstill—a veritable blockade, as men cannot be obtained to unload the vessels. Almost all kinds of business is at a standstill in consequence. On the coast the general tone of the markets is more hopeful since the publication of the July Board of Trade returns. Steamers are fast taking the place of sailers, and sailing vessels are scarce. Freights from New Brunswick are still advancing, and the rates now being paid are 72s 6d to 75s at which vessels are fixing freely.

Messrs. Denny, Mott and Dickson's wood circular under date of August 6th report :—

CANADIAN TIMBER.—Yellow Pine, both square and waney, continues scarce, and whilst the demand is quiet, prices are likely to go still higher in sympathy with the further stiffening of free on board value in Quebec. Quebec Oak is too light in stock to be much affected by the large importation of Southern wood, but import prices are likely to be lowered if the Southern wood finds any favor with consumers. Elm of good quality is light in stock, and commands good prices. The supply of Ash has exceeded the demand, but the importations have chiefly consisted of old and inferior wood.

PITCH PINE TIMBER.—Trade generally remains dull, although a few special orders have prevented any fall in prices for choice specifications of 12 to 14 inch squares of good lengths; but for other sizes there is scarcely any demand, and a decided weakening in values is to be noted. Stocks are more than ample for requirements, and holders are unable to obtain any appreciable profit on recent importations, after adding dock and interest charges to prime cost. Supplies of hewn logs have been small, and importers have done fairly well; but any considerable additions to stocks would inevitably bring about a great reduction in price, as the demand is restricted.

FIR TIMBER.—Stocks are still large, and consumption is limited; but owing to the fact that the greater part of the supplies remains in strong hands, quotations are fairly well maintained. Low qualities of poor average can only be moved at auction, and at prices quite out of proportion to those realized for better kinds.

At Liverpool, we note the consumption for the month of July was somewhat larger than that of last year, while the importation was about 3,000 standards more. The *Timber Trades Journal* commenting on Canadian woods says:—

"Making every allowance for the quantity of spruce which has come forward, there can be but little doubt that pine deals have been brought forward too freely, the stock at the end of the last month being about 2,300 standards above that of last year at the same time. With the close of the import season now within sight, the increased cost of importation, consequent upon the firmer tone of the freight market, and the higher rates of insurance, we shall not be surprised to see a decline in prices if supplies continue to come forward as freely as they are doing at present. Still we cannot disguise the fact that pine, in the form of deals, boards, sidings and other partly manufactured forms, is rapidly forcing its way in public estimation, to the corresponding detriment of pine in the log, which a few years ago was the favourite and general way of sending this description of wood to this market."

Messrs. Farnworth & Jardine, Liverpool, under date of the 3rd of August report :—

The arrival from British North America during the past month have been 55 vessels, 43,901 tons, against 46 vessels, 53,447 tons to the corresponding date last year, and the aggregete tonnage to this date from all places during the years 1887, 1888 and 1889 has been 186,791, 190,608 and 220,707 tons respectively.

Business throughout the month has again been fairly satisfactory. Imports with a few exceptions, have not been in excess of the demand and values generally have been well maintained.

New Brunswick and Nova Scotia Spruce and Pine Deals—Of spruce the import has been moderate, viz. 9,564 standards, against 15,008 standards same months last year; the deliveries have been satisfactory, prices are steady and stocks not excessive. Pine deals have arrived too freely, but the demand continues fair.

BIRCH.—Both logs and planks have arrived too freely; the former maintains its value, but the latter have been dull of sale; stocks are quite ample.

BRITISH BOARD OF TRADE RETURNS.

The following are the official returns for the month of July, 1888 and 1889, compared, and also for the seven months ending July 31st, 1888 and 1889, compared :—

Month ending July 31st.

	QUANTITY.		VALUE.	
	1888.	1889.	1888.	1889
Timber (Hewn)	Loads	Loads.	£	£
Russia	55,042	67,573	89,658	118,896
Sweden and Norway	47,733	71,114	64,978	108,576
Germany	26,643	25,921	55,204	57,102
United States	12,271	20,917	45,485	88,715
British E. Indies	4,093	6,493	44,386	78,050
British North America	37,468	34,272	161,166	173,545
Other Countries	38,180	47,762	42,647	63,649
Total	221,430	274,052	503,524	688,533
Timber (Sawn or Split, Planed or dressed.)				
Russia	187,587	287,370	364,137	678,981
Sweden & Norway	261,849	361,380	536,483	783,140
United States	37,299	54,017	99,886	173,608
British North America	228,499	205,890	477,663	539,726
Other Countries	9,539	13,299	23,606	36,544
Total	724,773	921,956	1,501,774	2,211,998
Staves (all sizes)	11,217	21,062	46,707	70,322
Mahogany (tons)	4,327	2,804	35,123	24,752
Total of Hewn and Sawn	946,203	1,196,008	2,005,298	2,900,531

Seven Months ending July 31st.

	QUANTITY.		VALUE.	
	1888.	1889	1888.	1889.
Timber (Hewn).	Loads	Loads	£	£
Russia	94,842	142,284	152,370	257,895
Sweden and Norway	287,862	364,687	365,781	531,653
Germany	116,765	139,942	267,508	369,334
United States	70,800	86,915	279,405	364,952
British E. Indies	18,978	32,685	216,661	383,680
British North America	41,879	46,184	176,425	233,501
Other Countries	290,028	348,363	288,130	409,571
Total	921,154	1,161,060	1,746,280	2,550,086
Timber (Sawn or Split Planed or Dressed).				
Russia	342 525	549,610	652,689	1,255,020
Sweden & Norway	708,054	1,007,318	1,466,439	2,321,530
United States	168,352	238,857	453,200	758,797
British North America	405,785	404,928	885,813	1,050,978
Other Countries	47.851	72,554	126,308	204,628
Total	1,672,567	2,273,267	3,584,449	5,590,953
Staves (all sizes)	56,487	78,708	280,709	335,677
Mahogany (tons)	28,780	23,108	256,303	205,222
Total of Hewn & Sawn	2,593.721	3,434,327	5,330,729	8,141,039

EXPORT OF FOREIGN TIMBER.

Month ending July 31st.

	QUANTITY.		VALUE.	
	1888.	1889.	1888.	1889.
Timber (Sawn or Split, Planed or Dressed)	Loads. 3,272	Loads. 2,008	£ 20,999	£ 18,756

Seven Months ending July 31st.

	QUANTITY.		VALUE.	
	1888.	1889.	1888.	1889.
Timber (Sawn or Split, Planed or Dressed).	Loads. 12,479	Loads. 8,267	£ 76,714	£ 68,331

The total imports of hewn timber for July this year amount to 274,052 loads, as compared with 221,430 loads in 1887. Sawn timber shows a still greater proportionate increase; during July they amounted to 921,956 loads, as against 724,773 loads 1888. The values of the imports of hewn timber for July amount to £688,533, last year £503,524; the value of sawn timber imports July 1889, £2,211,998, as compared with £1,501,774 value of imports of July 1888. The total imports for the past seven months have been: Hewn timber, 1,161,060 loads, at a value of £2,550,086; sawn timber, 2,273,267 loads, at a value of £5,590,953.

Sale of Mr. E. B. Eddy's Timber Limits.

The sale of Mr. E. B. Eddy's timber limits took place at the Russel House Ottawa on Aug. 14th. The sale was the result of a determination of the Eddy Manufacturing Company to retire from the wholesale manufacture and sale of lumber and timber in order to devote more attention to the other branches of the manufacturing business at Hull. The property offered for sale comprised about 1,377 square miles of timber limits, with depots, farms, buildings, supplies, plant, etc. Some of the properties offered were exceedingly valuable, notably the large water power saw mill, splitting mill and filling room, at Hull, the cutting capacity of which is estimated at from 35,000,000 to 40,000,000 feet per season. The other properties included lumber yards and piling grounds, and are supplied with tramways, engines and cars, slides and docks, also the steam mill at Nepean, surrounded by 32 acres.

A large number of lumbermen were present at the sale, including a lot of American lumber kings. Among those present were: Messrs. Klock, Fraser, James McLaren, E. H. Bronson, M. P. P., R. White, Pembroke; G. B. Pattee, Wm. Murray, Andrew McCormack, John Bryson, M. P., Gillies, of Braeside; R. Hurdman, R. Gonroy; W. C. Edwards, M. P., C. McLachlin, Arnprior; J. R. Booth, G. A. Grier.

Lot 1. Garden River Limits 83 square miles was withdrawn the upset price not having been reached.

Lot 2. North River, Turtle Lake limit 26 square miles sold to A. Lumsden at $315=$8,190.

Lot 3. Temiscamingue limits 125 square miles sold to J. Stuart at $195=$34,375. Plant and supplies $11,650, total $36,025. Purchaser failed to make deposit and complete transaction.

Lot 4. Antoine Creek limit 45 square miles, sold to A. & P. White at $330=$14,850.

Lot 5. Magnissippi limits 111 square miles (a choice lot, easy of access, well watered, splendidly timbered) was bid up to $380 per mile, and was withdrawn as the lowest upset price was not reached.

Lot 6. Lower Dumoine 71½ square miles sold to Bronson's & Weston Lumber Co., at $455=$32,532.

Lot 7. East portion of Fort Eddy limits 150 square miles did not reach lowest upset price were withdrawn at $430 per mile. These are very valuable, excellent limits and are fully equipped with plant, stock and supplies for lumber operations.

Lot 8. West portion of Fort Eddy limits 124 square miles sold to A. Lumsden at $410=$50,840. This was the greatest bargain in limits that has occurred for a long time in this section, the auctioneer misunderstood his instructions and let this parcel go at too low a price. It was cheap at $100,000

Lot 9. Coulonge limit 50 square miles sold to F. Murtagh at $320=$16,000.

Lot 10. 100 square miles on Black River withdrawn at $395 per mile bid.

Lot 11. 100 square miles on Dumoine withdrawn at $375 per mile bid.

Lot 12. 100 square miles on Dumoine withdrawn at $390 per mile bid.

Lot 13. 110 square miles in Clyde and Eyre withdrawn at $16,500 en bloc.

Lot 14. 179¼ square miles on Madawaska withdrawn at $8,500 en bloc.

Lot 15. Large saw mill, water power, piling ground, etc., at Hull, withdrawn after bids up to $180,000.

Lot 16. Nepean mill site, withdrawn.

PERSONAL.

THE LUMBERMAN congratulates Mr. C. M. Whitlaw, the popular manager of the Montreal Saw Co., on his recent very narrow escape from drowning, while attending the A. C. A. meet at the Thousand Islands.

Richard G. Lay, of the district of Columbia, brother-in-law to Vice President Morton, has been appointed Consul-General at Ottawa, vice Thos. H. Hotchkiss.

Charles R. Pope, of Missouri, has been appointed Consul at Toronto.

Mr. John E. Barry has been appointed head of the Hull crown timber agency. Mr. Barry has been in the lumber trade for many years, first as agent for Price Bros., and then as managing director of the Escoumain lumber saw mills.

FIRE RECORD.

Wm. Milne's saw mill at Ethel, Ont., was burned Aug. 18th. Loss about $5,000; insurance $1,500.

Dresden, Ont., has met with a serious loss by fire. A. McVean's spoke and hub factory is levelled with the ground. Four persons were injured by the explosion of a boiler. The wheel business will be conducted as before, but the hub and spoke factory will not be rebuilt. Loss 100,000; no insurance.

The saw mill and store of W. P. Cameron, at Mainland, Hants, N. S., were recently burned. Loss $7,000; no insurance.

The saw mill belonging to Wood & Co., Nixon, Ont., together with the planing, stave, heading, shingle and lath machinery was burned July 28th, as well as a cooper shop and about 300,000 feet of lumber. Loss $10,000; no insurance.

The saw mill and cheese box factory of Jas. Dural, of Newington, was burned Aug. 15th. Loss between $3,000 and $4,000; no insurance.

The saw mill, at Father Point, Que., on the Ramouski river, belonging to the G. B. Hall estate, was destroyed by fire, Aug. 4th. Amount of insurance unknown.

Ludlam & Ainslie's heading factory, at Comber, Ont., was burned on Aug. 3rd, together with two M. C. R. cars loaded with elm bolts for Detroit, which were standing on the siding near the mill. Loss on the mill $3,000. Cause of fire unknown.

OUR TIMBER EXPORTS TO BRITAIN

The following cargoes of Canadian wood have been reported at various United Kingdom ports since our last issue :

ABERDEEN.—Lindsay, Quebec, 45 pcs. hewn oak, 38 pcs. hewn elm, 59 pcs. hewn birch, 371 pcs. hewn yellow pine, 3,465 pcs. sawn deals. Dronning Sophie, Quebec, 13 pcs. oak, 180 pcs. hewn noe., 495 pcs. hewn fir, 6,441 pcs. sawn fir.

AYR.—Caledonia, Yarmouth, N.S., 16,625 fir deals, 3,162 birch deals. Hero, Miramichi, 11,769 fir deals. Sarpsborg, Quebec, 5,055 deals, 461 pine logs, 23 oak logs, 40 pcs. hewn elm, 20 pcs. hewn birch.

BARROW.—Augerton, St. John, 74,702 deals, boards and ends. Dagny, Sheet Harbor, 21,937 deals and battens. Acuba, Montreal, 44,376 deals, boards and ends.

BARNSTAPLE.—Minnie, Quebec, 75 pcs. hewn birch, 3,299 white pine deals, 250 white pine deal ends, 249 red pine deals.

BELFAST.—Pioneer, Miramichi, 30,497 deals and ends, 5,497 palings. Mandalay, Quebec, 48,877 pcs. hewn fir. Arathusa, Miramichi, 2,600 staves, 11,717 deals and ends. Oronto, Miramichi, 22,742 deals. Eurydice, St. John, 40,424 deals and ends. Australia, Miramichi, 23,492 deals, 8,550 palings. Action, St. Thomas, 21,244 pcs. sawn fir. Tinten, St. Thomas, 23,674 pcs. sawn fir. Sheffield, Bay Verte, 21,695 deals and ends. Erato, Miramichi, 16,363 deals and ends. Captain Dan, Sheet Harbor, 13,431 deals, 1,139 deals and ends. Prinds Oscar, Miramichi, 21,378 pcs. sawn fir. Trivold, Miramichi, 12,598 deals and ends. Plymouth Rock, Quebec, 84 pcs. hewn elm, 83 pcs hewn birch, 486 pcs. waney pine, 73 pcs. whitewood, 246 pcs. hewn fir, 9,974 deals and ends. Donald Ferguson, Quebec, 116 logs hewn pitch pine, 386 logs hewn fir, 5,796 deals, 12 lds. lathwood. Kate Crosby, Miramichi, 21,724 deals and ends, 10,000 palings.

BRISTOL.—Dominion, Montreal, 5,785 deals. Dracona, Montreal, 116 bdls., 43 box handles, 250 pcs. birch. Armenia, Chatham, 17,493 spruce deals, scantlings, boards and ends, 3,335 birch deals and ends, 221,288 staves.

BEAUMARIS.—Haabet, Halifax, 8,556 spruce deals, 614 birch deals. Emmiline, Economy Point, 937 spruce deals, 10,051 bdls. and 33 pcs. sawn birch. Saron, Halifax, 10,659 spruce deal.s

CHESTER.—Kongsverre, Halifax, 7,221 spruce deals, 627 deal ends, Frier, Richibucto, 10,162 spruce deals, 1,012 spruce deal ends.

CARDIFF.—Revolving Light, St. John, 41,281 deals, boards and battens. Premier, Quebec, 80 pcs. hewn oak, 56 pcs. hewn elm, 119 pcs. red pine, 62 pcs. board pine, 424 pcs. white pine, 5,536 deals and ends, 2,400 staves, 3,201 pine ends. Virginia, Miramichi, 16,555 deals and ends. Premier, Quebec, 75 pcs. hewn oak, 280 pcs. hewn fir. Revolving Light, St. Johns, 2,969 birch planks. Teresa Olivari, Newcastle, 26,710 deals.

CARNARVON.—Dusty Miller, St. John, 6,955 birch planks, 10,516 spruce deals. Immanuel, Campbellton, 7,885 fir deals.

COLERAIN.—Frances, St. John, 13,021 pcs. sawn fir. Arto, St John, 13,027 spruce deals,

CORK.—E. W. Gale, St. John, 11,620 pcs. sawn fir. Ellida, Grand Pabos, 21,368 deals, battens and ends. Argyll, Hillsboro, 7,556 deals, 4,218 battens and ends. Marden City, St. John, 23,653 deals and battens, 2,064 ends. Clonakilty, St. John, 7,103 deals and ends.

DUNDALK.—Valykrie, St. John, 14,802 deals, battens and ends.

DROGHEDA.—Lanick, Parsboro, 12,051 pcs. sawn fir. Arbutus, St. John, 13,688 deals and ends.

DUNDEE.—Chatham, Quebec, 10 lds. oak, 23 pcs. elm, 51 pcs. birch, 201 pcs white pine, 3,020 deals, 761 deals and ends.

DOUGLAS, (ISLE OF MAN).—Clare, Quebec, 21 pcs. oak timber, 50 pcs. elm timber, 6 pcs. fir timber, 10 pcs. birch timber, 6,684 pcs. sawn fir.

FLEETWOOD.—Norma, Bay Verte, 13,932, deals. Friederich, St. John, 52,590 deals, boards and acantlings. Hidevig, Bathurst, 20,635 deals. Fearnought, St. John, 28,836 deals, 1090 birch logs. Dora, Liscombe, N.S., 726 deals, boards and scantlings. Alma, Bathurst, 23,789 fir deals. Aboraca, St. John, 59,257 fir deals. Carrie L. Smith, Hillsboro, 21,673 deals, scantlings, and ends, 1,938 birch deals and ends. Petitcodiac, St. John, 27,622 deals, ends and boards. Hjalmar, Buctouche, 12,786 deals, ends and scantlings. St. Joseph, Quebec, 871 pcs. hewn, fir, 302 pcs. hewn birch, 34 pcs. hewn elm, 9,441 fir deals.

GALWAY.—Stormy Petrel, St. John, 24,973 deals and ends.

GLOUCESTER.—Valkyria, Miramichi, 21,868 deals. Pasqualina, Chatham, 13,344 deals. Johanne, Parrsboro, 26,851 deals and ends. Aristides, Halifax, 17,100 deals. Guldfaxe, Bathurst, 25,805 deals. Svea, Parrsboro, 15,173 deals. Welsh Prince, A rchangel, 3 lds. spars, 4 lds. firewoood. Mercurius, Parrsboro, 17,280 deals. Merritt, Shediac, 21,587 deals. Bertha, Bathurst, 24,817 deals. To Brodre, Miramichi, 18,740 deals. Ebba, Bathurst, 31,733 deals.

GLASGOW.—Alcides, Montreal, 2,595 battens, 902 deals. Samartian, Quebec, 5,650 deals. Lord Warwick, St. Johns, N. F., 50,790 deals and boards, 16,751 birch planks. Countess of Dufferin, Chatham, 14,595 deals 3,228 ends. Eledona, Miramichi, 7,264 deals, 1,374 ends. Chittagong, Miramichi, 45,657 pine deals. Titania, Chatham, 12,127 deals and ends, 466 deals. Corean, Montreal, 6,380 deals. Norwegian, Montreal, 4,896 deals. Pontecorvo, Quebec, 2,107 birch deals, 10,231 pine deals, 465 birch deal ends, 1,031 pine deal ends. British Prince, Montreal, 50,361 pine deals.

GREENOCK.—Beaconsfield, Quebec, 494 pcs. waney, 191 pcs red pine, 125 pcs. elm, 305 pcs. oak, 6,408 deals, 1,659 ends. Courant, Quebec, 343 pcs. birch, 91 pcs. oak, 112 pcs. red pine, 70 pcs. square white pine, 552 pcs. waney pine, 4,021 spruce deals, 2,233 spruce ends, 147 waney pine. Rock City, Quebec, 489 pcs. ash, 243 pcs. square white pine, 96 pcs. waney pine, 2,561 spruce deals, 150 pine deals, 680 spruce ends, 170 pcs. oak. Bernadotte, Quebec, 362 logs square pine, 500 logs waney pine, 267 oak logs, 231 red pine logs, 84 elm logs, 1,275 pine ends, 2,746 spruce deals. Asia, Quebec, 72 pcs. oak, 100 pcs. elm, 1,011 pcs. white pine, 2,967 pine deals, 919 pine deal ends. Festina Lente, Quebec, 180 pcs. oak, 46 pcs. elm, 41 pcs. birch, 684 pcs. square white pine, 65 pcs. waney pine, 2,751 pcs. pine deals, 1,101 pine deal ends, 12 pcs hickory. Sigrid, Quebec, 243 pcs. oak, 174 pcs. elm, 64 pcs. ash, 127 pcs. red pine, 395 pcs. white pine, 1,929 pine. deals. St. George, Quebec, 4,484 pine deals, 294 pcs. oak, 99 pcs. elm, 12 pcs. whitewood, 1 pc. butternut, 775 pcs. red pine, 255 pcs. white pine, 100 tamarac, deals, 1,148 spruce deals. Nicosian, Quebec, 32 pcs. hewn oak, 50 pcs. elm, 124 pcs. ash, 394 pcs. birch, 498 pcs. yellow pine, 22,289 deals.

GRIMSBY.—Charrington, Montreal, 58,401 deals and battens, 322 pcs. hewn fir, 3,571 staves. Daggry, Buctouche, 13,048 deals, battens and boards.

HARTEPOOL WEST.—Napoleon III, Quebec, 19,872 deals and ends. Lauderdale, Montreal, 41,061 deals and boards, 239 pcs. birch, 39 pcs. ash.

LANCASTER.—Christian, Halifax, 17,889 deals. Henriette, Miramichi, 24,440 deals, 5,000 palings. Try, West Bay, 20,684 deals and ends. Carl, Richibucto, 9,149 deals. Svalen, Bay Verte, 18,561 deals and ends.

LIMERICK.—Ratruns, Miramichi, 442 deals. Hugin, Halifax, 7,515 pcs. sawn timber, 2,943 pcs. sawn fir. Brages, Halifax, 14,415 deals. Orinico, St. John, 11,848 deals and ends. Satellite, St. John, 8,639 deals, and ends, 1,634 deal ends. Alexander, Miramichi, 22,644 fir deals.

LIVERPOOL.—Capella, Bay Verte, 16,247 deals, 1,519 ends, 53 seantlings. Lapwing, Miramichi, 14,190 deals, 464 pcs. birch, 3,164 ends. Lake Ontario, Montreal, 24,023 pine deals, 10,868 white deals. Stelvis, Miramichi, 32,611 deals and ends, 25,732 deals Vancouver, Montreal, 18,503 deats and ends. Quebec, 303 deals. Carthagenian, Montreal, 9,141 deals. Newman Hall, Quebec, 300 pcs. oak, 200 pcs. elm, 78 pcs. square white pine, 590 pcs. waney 200 pcs. waney pine, 3,030 pine deals, 98 pcs. waney white, 111 pcs. red pine, 3,135 pine ends. Hanna, Buctouche, 7,103 deals, 865 scantlings, 555 deal ends, 2,429 hardwood deals, 139 hardwood ends. Oxenholme, Montreal, 325 stds. deals and boards. Nightingale, Bay Verte, 18,761 deals and battens, 2'912 scantlings, 1,408 deal ends. Vesta, Montreal, 47,252 pine deals, 12,179 pine deals and ends, 5,007 pine ends, 2,387 spruce deals, 20,082 pine boards. Minnehaha, St. John, 667 pcs. birch timber, 16,506 deals and battens, 210 scantlings, 2,250 deal ends, 10,000 palings, 5,831 boards. Karoo, St. John, 6,003 birch planks, 885 ends, 46,925 spruce deals, 736 spruce scantlings, 6,381 spruce ends, 6,120 spruce boards. Ashantee, Picton, 1,118 pcs. birch, 3,322 birch planks, 126 ends, 3,835 spruce deals and battens, 350 ends. Sardinian, Montreal, 8,255 pine deals. Madalena, Quebec, 121 pcs. oak, 133 pcs. elm, 547 pcs. waney, 81 pcs. square pine, 193 pcs. birch, 68 pcs. maple, 1,333 pine ends, 3,275 deals. Sarnia, Montreal, 10,934 boards, 2,009 pine deals, 14,209 deals, 2,723 deals. Lake Nepigon, Montreal, 9,483 deals. Juno, Quebec, 3,538 deals, 152 pcs. oak, 56 pcs. elm, 85 pcs. ash, 150 pcs. birch, 741 pcs. white pine, 400 ends. Murciano, St. John, 41,741 deals and battens, 2,715 boards, 3,166 birch planks, 2,501 scantlings, 7,461 deal ends. Apollo, Bay Verte, 14,248 deals, 2,173 scantlings, 629 ends. Harbinger, Montreal, 8,068 pcs. red, 24,754 white deals, 1,738 deal ends, 3,834 ends. Habor, Buctouche, 8,876 deals and battens, 473 pcs. scantlings, 1,186 ends. J. H. Schwensen, Buctouche, 11,598 deals and battens, 1,733 pcs. scantlings, 97 ends, 1,130 deal ends. Avalon, Quebec, 59,712 pcs. spruce, 15,238 pine deals. Lake Superior, Montreal, 2,286 pcs. lumber, 1,341 deals, 52 pcs. ash, 3,477 deals, 60 maple logs. Ramon de Larrinaga, St. John, 1,072 stds. deals, 68½ stds. ends. Annot Lyle, Quebec, 171 pcs. elm, 284 pcs. white, 57 pcs. red pine, 72 pcs. oak, 317 pcs. waney, 278 pcs. square pine, 5,068 deals, 5,160 ends. Oregon, Montreal, 2,923 boards, 7,536 deals and ends, 20,314 boards. Circassian, Montreal, 7,186 deals, 4,150 boards. Quebec, 4,285 spruce deals, 1,418 pine deals. W. G. Russel, Quebec, 55 pcs. red, 403 pcs. waney, 4 pcs. white, 577 pcs. square white pine, 2,682 pine deals, 11,61 pine ends, 145 pcs. oak, 140 pcs. birch, 50 pcs. rock elm. Ocean Prince, Miramichi, 38,764 deals, scantlings and ends, 20,568 deals and ends, 75½ hemlock deals. Nor, Bay Verte, 14,277 deals and battens, 1,123 deal ends. Ethandune, Hillsborough, 13,124 deals and battens, 1,034 pcs. scantlings, 283 deal ends, 247 pcs. white pine timber. Thorne Holme, Montreal, 30,912 deals and ends, 14,911 boards, 7,750 red pine deals. Aftensjernen, Bay Verte, 19,566 deals and battens, 883 deal ends. Atles, Bathurst, 13,833 deals, 1,632 ends. Urama, St. Mary's, 7,566 deals and battens, 397 deal ends. Harmonie, Bay Verte, 10,375 deals and battens, 1,113 deal ends. Alga, Bay Verte, 15,148 deals, 4,013 scantlings, 1,025 deal ends, 5,572 palings. Elvastor, Chicoutimi, 44,072 spruce deals and ends, 59,688 spruce board ends. Southey, Quebec, 31,211 spruce and 24,474 pine deals, 3,279 pine deal ends. Sinken, Bay Verte, 20,082 deals, 1,340 scantlings, 1,787 deal ends. President Harbitz, Bay Verte, 22,321 deals, 872 ends. Parisian, Montreal, 5,051 deals. Quebec, 631 splints. Latona, Bay Verte, 10,820 deals and battens, 400 pcs. scantlings, 955 deal ends. Coventry, Miramichi, 54,056 deals, boards and ends. Annie, Halifax, 12,067 deals and battens, 992 deal ends, 511 birch deal ends, 4,263 birch deals. Beaconsfield, St. John, 28,380 deals and battens, 5,118 scantlings, 4,039 deal ends. Patent, Halifax, 11,385 deals and battens, 1,317 deal ends, 10,292 pcs, spruce, 2,410 birch deals. Lake Winnipeg, Montreal, 14,449 deals, 5,449 boards. Gracia, St. John, 63,411 deals and battens, 3,063 scantlings, 10,188 deal ends, 3,694 boards. Elise Linck, Parrsboro, 14,621 deals and battens, 1,069 scantlings, 1,139 deal ends. Starlight, Quebec, 383 stds. deals, 147 stds. planks, 17, stds. ends. Toronto, Montreal, 8,161 deals and ends, 5,913 boards. Einar Tambarskjolvin, Quebec, 11 pcs. hickory, 91 pcs. white, 344 pcs. waney pine, 50 pcs. elm, 71 pcs. ash, 149 pcs. waney, 153 pcs. square pine, 107 rock elm, 13 pcs. oak, 3,498 pine deals, 1,905 deal ends. Peruvian, Montreal, 8,837 hhd staves, 6,000 bbl. staves. Gylfe, Quebec, 96 pcs. oak, 91 pcs. elm, 166 pcs. waney, 111 pcs. red pine, 515 pcs. w. pine, 127 pcs. birch, 2,418 pine deal ends, 4,549 spruce. Lord Londonderry, Chatham, 350 pcs. hardwood. Lake Huron, Montreal, 14,801 deals, 10,993 pcs. 27 logs lumber. Lord Londonderry Chatham, 35,750 deals, boards, scantlings and ends, 21,751 deals and boards, 10,189 deals and scantlings, 440 deals, 48 sleepers, 406 pcs. pine timber. Venner, Shediach, 9,857 deals and battens, 3,933 scantlings, 1,200 deal ends, 2,327 boards. Canopus, Montreal, 14,418 boards, 27,107 deals, 16,168 deals. Gorilla, Campbellton, 12,230 deals, 811 ends. Marana, St. John, 43,287 deals, and battens, 2,203 scantlings, 6,839 deal ends, 3,393 boards. Finland, Halifax, 14,324 deals, &c., 2,722 deal ends, 438 pcs. birch timber. Mirjan, Bay Verte, 13,093 deals and battens, 3,150 pcs. scantlings, 1,184 deal ends 6,660 palings.

LONDON.—Victory, Quebec, 45,187 spruce deals, 1,961 ends. Buteshire, Miramichi, 41,177 deals, battens, ends and boards. Bucephalus, Three Rivers, 39,080 deals and ends. Ocean King, Montreal, 2.140 deals. Trudvang, Miramichi, 12,717 deals and ends. Betsy and Arnold, Quebec, 6,501 deals, 3,298 ends, 1,433 pcs. timber. Fremona, Montreal, 15,902 deals. Emelia, Miramichi, 37,847 deals, battens, and ends. Etna, Montreal, 20,206 pine deals, ends and boards, 1,914 longitudinals, 3,700 staves. Bellini, Quebec, 30,293 spruce deals, 3,561 deal ends, 11,001 deals. Canadian, Canada, 660 3rd pine. Erl King, Montreal, 80 stds. pine and odds. Ulunda, St. John, 15 pcs. pegwood, 3,477 birch deals, 343 birch deals and ends. Queen of the North, Quebec, 1,412 pcs. timber, 2,000 staves, 28,942 deals and ends. Staerkodder, Miramichi, 8,681 deals. Albion, Quebec, 10 pcs. hewn birch, 160 pcs. hewn fir, 20 boards, 14,004 deals. Concurrent, Sault-au-Cochon, 17,994 pcs. spruce deals, 14,021 spruce ends, 10,000 pcs. spruce palings. Constantia, Miramichi, 193 stds. spruce deals, boards, battens and boards. Beatrice Lines, Quebec, 490 stds. pine and spruce deals and boards and odds and ends. Festina Lente, Miramichi, 200 stds. spruce deals, battens, boards and palings. Betty, Matane, 10,002 deals, 19,246 spruce deals, 3,345 ends. Emmanuel; Metis, 11,679 spruce deals, 843 spruce deal ends. Sargon, Quebec, 22,795 deals, 931 deal ends, 271 pcs. birch. Gerona, Montreal, 21,035 deals, 2,005 deals and ends, 172 pcs. timber. Clara, Bastican, 35,578 deals. Capulet, (s) Three Rivers, 48,710 pine deals, 3,273 pine ends. Michigan, Montreal, 17,691 deals.

LONDONDERRY.—Twilight, Quebec, 204 lds. hewn fir, 7 lds. hewn oak, 7 lds. hewn timber, 858 lds. sawn fir. Maria Stoneman, St. John, 26,640 deals. Mizpa, St. John, 1,214 lds sawn fir. Kong Sverre, Bay Vertc, 11,685 fir deals.

MARYPORT.—Ocean, Quebec, 22 lds. hewn oak, 15 lds. hewn elm, 4 lds. hewn ash, 5 lds. hewn birch, 583 lds. hewn fir, 61 deals. Ebenezer, Miramichi, 713 lds. deals. Firmafenger, Campbellton, 500 lds. deals, 200 lds. battens, 149 lds. scantlings.

NEWRY.—Douglas, St. John, 18,736 deals. Howard A. Turner, Hillsboro, 23,341 deals, battens and ends. Indiana, Halifax, 14,609 deals and ends. Aletta, St. John, 23,244 deals and ends.

NEWPORT.—Fratelli Laurin, Miramichi, 19,234 deals, and deal ends.

PLYMOUTH.—Canova, Quebec, 4 pcs. hewn oak, 197 pcs. hewn elm, 9 pcs. hewn ash, 19 pcs. hewn birch, 1,242 pcs. hewn fir. 6,675 pcs. sawn fir. Hahnemann, Quebec, 2,089 pcs. hewn fir, 9,073 pcs. sawn fir, 488 staves. Berkley Castle, Quebee, 4 pcs. hewn oak, 197 pcs. hewn elm, 9 pcs. hewn ash, 20 pcs. hewn birch, 1,045 pcs. hewn fir, 7,342 pcs. sawn fir. Bothnia, Quebec, 410 pcs. hewn elm, 406 pcs. hewn fir, 8,238 pcs. sawn fir.

SKIBBEREEN.—Forest, St. John, 23,457 deals and battens.

SLIGO.—Northern Star, Miramichi, 10,549 deals and battens. Aquatic, Quebec, 5 pcs. hewn oak, 5 pcs. hewn ash, 10 pcs. hewn elm, 5 pcs. hewn birch, 80 pcs. hewn fir, 12,297 pcs. sawn fir.

SUNDERLAND.—Alma, Quebec, 49 pcs. hewn oak, 32 pcs. rock elm, 28 pcs. white ash, 24 pcs. red pine, 508 pcs. yellow pine, 2,571 deals. Nelson, Quebec, 69 pcs. hewn elm, 36 pcs. hewn birch, 1,270 pcs. hewn pine, 2,563 pine deals. G. M. Cairns, Quebec, 163 pcs. hewn oak, 233 pcs. hewn timber, 1,145 pcs. hewn fir, 1,887 deals and ends.

TYNE.—Mary Graham, Quebec, 1,002 pcs. timber, 3,053 deals.

WHITEHAVEN.—Louise, Quebec, 47 pcs. hewn, oak, 22 pcs. hewn fir. 4,807 fir deals.

YARMOUTH.—Moss Rose, Montreal, 16,056 deals and deal ends.

CASUALTIES.

A young man named Ives fell before a circular saw in Scripture's mill, Colborne, and lost a leg and arm thereby.

Sandy Ganton was struck by a block from the saw at Chew's mill, Midland, and was badly cut about the head and face.

Geo. Thomas, of the Cedar mill, Deseronto, Ont., had the little finger of his right hand accidently cut off by the jointing saw in the shingle mill.

Chas. Golliete, engaged at Hillman's mill, Ottawa, slipped and fell across the circular saw which cut off his left arm just below the elbow. The saw was stopped before any further injuries were inflicted.

A serious accident happened at A. and P. White's mill, Pembroke, Ont. The machinery was running as usual, when, without any warning the iron pulley, know as the "saw arbor," burst, and caused considerable damage. It broke the carriage and saw frame but did not damage the saw. The force of the burst pulley must have been very great, as it was a large one, being 30 inches in diameter, with a 14 inch face. How the workmen escaped without injury is a miracle.

THE OTTAWA'S RAPIDS

[Ottawa Free Press]

Years and years ago a scheme was promulgated to build what was afterwards known as the Ottawa Ship canal. The intention was to make a water highway by way of the Ottawa river, connecting the great lakes and Montreal. The promoters knowing that the Upper Ottawa contained the greatest water power sites in the world; that these being utilized and with the great highway open to all ships in the world, the valley of the Ottawa would blossom out with prosperity and Ottawa itself would become one of the largest commercial centres on the continent. It is a known fact that the water power spoken of, that is, the rapids of the Ottawa, are, for volume and number, unequalled by any other river on the face of the globe. No one who has not journeyed over the stretch of waters that lie between the Capital and the broad expanse of Lake Temiscamingue, can conceive for a moment the extent and grandeur of these magnificent and oft-times dangerous waterfalls. With what feeling of awe did Champlain look upon these leaping and foaming cascades when he penetrated these wilds in his vain search for a Northwest passage. Since that time many of the rapids have been materially changed in appearance by the hand of man in order to faciliate the decent of timber and logs, yet a few remain as natural in appearance as when Champlain and his party gazed upon them. Commencing at the Deschenes with its sweep of waters the traveller as he journeys up the stream, comes to the rapid which of all others, the river men like to "run" the well known "Chenaux" near the village of Quyon. Onward, and the wooded shores and the rapids of Portage du Fort are reached. From here to Bryson village, a distance of eight miles, the mighty volume of the river rushes through a rocky gorge, weird in its grandeur, with towering, precipitous sides. This rapid is much feared by the voyageur. Many a hardy toiler and courageous riverman has gone down to death amid the foaming waters here. All along the wild course of the rushing foam are land marks pointed out to the traveller, as the place where an adventurous river driver met his doom, and on both sides can be seen the small mound of earth and wooden cross which mark his last resting place. There are many of these graves to be seen all along the route, where the remains of the unknown dead have been placed, close to the deadly rapids where they were hurled into eternity, with the surge of the ever rushing water, and the sighing and murmuring of the wind among the pines chanting an eternal requiem. Further up the stream again the Calumet is reached; here the once raging rapid has been changed by man, large slides have been constructed, and the logs and timber are got through with little trouble. This was the wildest torrent on the whole extent of the river, which at this point narrows down considerably, and the immense body of water rushing through the narrow space made its rapidity and ferocity increase to such an extent that it was impossible to get on without the slides above mentioned.

Running the Calumet is a thing of dread, and haunts the raftsman's mind when he starts from the upper reaches of the river until he is safely through. Fear has blanched many a brave man's head passing through on a crib; the excitement of one trip is sufficient to last the ordinary man for a life time. Green hands who wot not of the danger go through the ordeal much better than the old hand, who is always on the alert, and if there is the slightest sign of the crib going to pieces in the mad waters a jump is made for the wall which runs parallel with the slide, and the crib is allowed to take care of itself. A legend in connection with these rapids, out of many lovely ones relating to them, is worth telling. In the early days of Canada some hardy voyageurs penetrated from the Huron village of Montreal in bark canoes gathering fur. Just above the rapids the Indians suddenly came upon them, and preferring to face the boiling waters and instant death to the cruel tortures following a capture by the redskins, they shot out into the stream and went headlong over the rapids, and when they at last emerged, the Indians were astonished at seeing standing in the bow of the canoe a white robed figure. And this the raftsmen believe to be St. Anne, who piloted the canoe through the death-dealing rapids. Residents of the locality point to a large stone at the foot of the rapids, erected by the voyageurs to keep green in the memory of the passer the heavenly assistance that came at the eleventh hour. The next rapid in succession after Calumet is "Pacquets," called after one of the old pioneers. This is what is known as a "flat" rapid, that is that there is very little fall and no danger in descending. Passing the Pacquets rapids the Allumette cascades are encountered. Hear the river widens into a lake of two miles in width and fourteen miles in length, and this immense body of water finds its outflow through three distinct passages or rapids known as the Allumette, the Lost Channel and Bicket's gorge. They are all formidable rapids of fully two miles in length. It was only a short mile from the head of these rapids that Champlain made his historical visit to the Algonquin Chief who guarded the river passage and extracted the first toll known in the history of the Dominion. The old Algonquin Chief had a snugfort built here, almost opposite the present town of Pembroke on Allumette Island.

The remains of this fort are to be seen at the present day. Many stone pipe heads and tomahawks have been picked up after a little delving around this fort. It was here also that Champlain discovered as the old chief had been telling him, that the Ottawa river, instead of being the northwest passage, led to "nowhere in particular." Allumette Island is now dotted over with fertile fields, but the memory of the old chief who hunted and ruled over these domains is not forgotten. There is yet a story told of a crock of buried gold which if dug for at midnight on the island will be found. Some years ago a resident dreamt that the spirit of one of the departed warriors came to him and told him the spot to dig at. He told his neighbors, and a rush was made for the place, and many an arrow and pipe head, and tomahawk was found, and at last a broken crock, but to the consternation of the finders, who expected to find it filled with gold, there was nothing in it but earth. Some of the residents fully believe today that if they had dug at midnight instead of in the day time, that earth would have turned to gold. Leaving this island of Allumette and journeying still upwards the Des Joachim is reached. Here the river which has been of the dimensions of a lake for fifty miles, narrows; the rapids here are walled in with slides and the look of nature has faded. Fifteen miles further to the northwest is the famous "Rocher Capitaine" rapids, three miles in length, and as wild and stormy looking as any on the river. The rapid is named after one of the best known voyageurs, Captain Roch, who, coming down in a boat, was thrown on to the rocks and killed. This happened on Stony Monday, well remembered by old Boytonians. Further on still, comes the "Deux Rivieres" rapids, four miles in length, and a seething mass of white waters. Then comes the village of Mattawa, and hear the river is very swift. Above the village are "Le Miserable," the "Cave" and the "Mountain" rapids, each formidable and fierce.

The last rapid on the list is the "Long Sault," extending eight miles, and situated at the foot of Lake Temiscamingue. The great body of water from this island sea pours through the Long Sault into the river below. It was thought by the promoters of the Ottawa ship canal that, when opened, the banks of this river would be dotted with mills and factories, giving employment to tens of thousands; they thought that the splendid facilities which nature afforded for manufacturers would be utilized. But politics frowned down on the scheme, and the wild rush of waters goes tumbling on without knowing that if if they were caged up they would be of priceless value.

LOGS AND LUMBER.

The following, taken from the Buffalo correspondence of the *Southern Lumberman*, is about as candid a statement as we have seen, given as it is from an American standpoint, of the much discussed question relating to logs and lumber. The deputy collector evidently has not heard that the export duty on logs has been reduced from $3 to $2 per thousand.

As this is one of the border markets, we are naturally interested in the discussion of the subject of duty on Canadian lumber and logs. I called on C. C. Candee, our veteran deputy collector, who has served in the custom-house here under at least three administrations as deputy collector, and whose experience entitles him to the credit of being one of the best posted men in the service. He said that as soon as the United States removed the import duty on logs Canada put on a higher export duty than we charge import on lumber. The fact is that this export duty from Canada on logs is intended to prevent the export of logs.

The stumpage on pine lands over there has been put on the market at a lower figure than the same class of stock is worth on this side of the line, and large tracts have been bought by American mill owners on the lakes, whose extensive plants have about cut off the pine in their reach, and they bought their Canada holdings for the purpose of rafting across to their mills. They manufacture the lumber in Michigan, and it goes into the market as Michigan pine.

Now if Canada can, by imposing an export duty heavier than our import duty on lumber, force these people to move their mills to Canada, they and not the American consumers are the gainers. They will then not only get the money for their pine, but also the wages for its manufacture, and the maintainence of the large mills. This is a cross fight between Canadian and American interests. As long as we collect an import duty on logs, all their surplus logs would be brought to the States to be manufactured. Canada-made lumber is not as well adapted to our market as our own make. Canada cuts logs to thirteen feet in length, and they also make their lumber thick enough to dress full thickness to one inch and fractions therof, and this is not any advantage. It implies increased bulk and consequent weight, which makes cost of transportation greater. Lumber dressing seven eighths of an inch is just as good for practical purposes as if dressed a full inch, and then they grade their home-made stock before offering it in our markets. They reserve the choice grades for European trade, and fill our markets with the lower grades of common, box, and cutting-up. This is directly against the interests of our own goods. It requires the proportion of uppers and selects to enable our dealers to work off their lower grades. Now if Great Britain gets the cream of Canada exports, and the coarser stock only is thrown into the American trade, other unavoidable conditions follow that they monopolize our box shook, and cutting-up trade, and this tends to depreciate values on our own cull stocks by overloading our markets.

This matter of import duty should be so adjusted as to either force Canada to give us their uppers as well as their culls, or keep the latter out. The proper policy of our law makers should be to make a higher import rate on lumber than Canada puts export on logs, and thus control the manufacture in this country of all Canada stock brought into this market.

The present export from Canada on logs is $3 per thousand, while manufactured lumber goes out free. Our import duty on sawed stock is $2 per thousand on everything but four varieties, namely, hemlock, whitewood (poplar), sycamore, and basswood, and on these it is $1 per thousand, while logs of all kinds come in free. Thus it is clearly seen that the whole question of duty is as to which country shall get the benefit of the manufacture. The duty in no wise affects the price of lumber. The stumpage in Canada, as well as the lower wages paid loggers, enables the lumber from there to pay either the import or the export duty, and still compete with home-grown timber on an equal footing. What is paid the government in either case is saved to the dealer and manufacturer in first cost and cheaper wages paid in Canada.

LUMBER CASES.

Girouard and Delorimier, of Montreal, on behalf of the Canada Industrial company, have entered an action against John Grier, *et al.*, doing business as lumber merchants under the name of J. & B. Grier, of Montreal, jointly and severally with Messrs. George Arthur Grier, of Montreal, and Erskine H. Bronson and Henry F. Bronson, of Ottawa, lumber merchants, to recover from them the sum of $30,000 damages, on the ground that defendants have caused to have registered a certain protest upon plaintiff's property.

Advices from Quebec state that the transfer of a large timber limit from Mr. John Bryson, M. P., to the Rathbun Co., has been confirmed by the provincial government, although after making the transfer, Mr. Bryson, it is alleged, wrote to the Crown Lands Department asking that such transfer be not ratified. The timber limit in question, which is situated in the neighborhood of Quinze Lake, Upper Ottawa district, was purchased some years ago by Messrs. R. & J. White, of Pembroke, from Mr. John Rochester, for $20,000. Half the money to purchase the limit was advanced by Mr. James Maclaren, whose claim was subsequently purchased by Mr. John Bryson, M. P. The Whites continued to work on the limit and last year were engaged in taking out logs for the Rathbun Co., when Mr. Bryson demanded payment of the $10,800 due him. It was arranged that the Rathbun's should pay off Mr. Bryson's claim, taking as security for the money a transfer of the limit, the same security as Mr. Bryson had held. This transfer was made, but Mr. Bryson, so it is charged, asked the Quebec government not to accept it. The matter was referred to Mr. John Poupore, then crown timber agent for this district, who reported that there was no ground rent or stumpage due to the government, and that the transfer from Bryson to Rathbun was regular. Upon receiving this report the commissioner of crown lands confirmed the transfer. The firm of R. & J. White, lumber merchants, of Pembroke, lately became insolvent and the creditors, it is said, propose to take legal proceedings to recover from the Rathbun Co. the limit before referred to. The whole claim of the Rathbuns amounted to $14,800.

The Common Sense Dry Kiln.

We desire to call the attention of our readers to the advertisement of the St. Albans Mfg. Co., on another page of this issue. This company are the patentees and manufacturers of the "Common Sense Drying Apparatus," which has achieved a reputation both throughout America and Europe second to no other process for drying lumber. It is especially adapted for hardwoods, the process being radically different from all others. The lumber is placed in an air-tight kiln and dried in moisture of heat. The moist air is drawn off by the fan and passed through a condenser which is a cylinder filled with a coil through which cold water passes. Here the sap, held in form of vapor, is condensed, and escapes in a waste pipe. The fan then propels the dried air back to kiln again and through the sweating lumber. It again absorbs sap, and is again and again circulated through the machines, until the drip of condenser ceases, when the lumber is dry. The heating may be done in choice of two ways, either by steam pipes under the lumber in the kiln, or (as in their improved plan,) by a heater encased in jacket and placed outside, attached to fan and condenser, when the heat is thus blown in. Time the quickest and results the best over any known process.

TRADE REVIEW.

Toronto, Ont.

TORONTO, Aug. 30th, 1889.

CAR OR CARGO LOTS.

1¼ and thicker clear picks, American inspection	$33 00@35 00
1¼ and thicker, three uppers, American inspection	40 00
1¼ and thicker, pickings, American inspection	30 00
1X10 & 12 dressing and better	20 00 22 00
1X10 & 12 mill run	15 00 16 00
1X10 & 12 dressing	16 00 18 00
1X10 & 12 common	12 00 13 00
1X10 & 12 spruce culls	10 00 11 00
1X10 & 12 mill culls	9 50 10 00
1 inch clear and picks	27 00 28 00
1 inch dressing and better	18 00 20 00
1 inch siding mill run	14 00 15 00
1 inch siding common	12 00 13 00
1 inch siding ship culls	10 00 11 00
1 inch siding mill culls	9 00
Cull scantling	8 50 9 00
1¼ and thicker cutting up plank	22 00 25 00
1 inch strips 4in to 8in mill run	14 00 15 00
1 inch strips, common	11 00 12,00
1½ inch flooring	14 00 15 00
1½ inch flooring	14 00 15 00
XXX shingles, sawn	2 40 2 50
XX shingles, sawn	1 40 1 50
Lath, Sawn	1 80

YARD QUOTATIONS.

Mill cull boards & scantling	$10 00	Dressing stocks	16 00@20 00
Shipping cull boards, promiscuous widths	12 00	Picks Am. inspection	30 00
stocks	13 00	Three uppers, Am. inspect.	40 00
Scantling & joist, up to 16 ft	13 00	B. M.	
" " 18 ft	14 00	1½-in. flooring, dres'd	25 00 30 00
" " 20 ft	15 00	1½ " " rough	18 00 20 00
" " 22 ft	16 00	1¼ " " dres'd	23 00 25 00
" " 24 ft	17 00	" " undres'd	14 00
" " 26 ft	18 00	" " dres'd	16 00 20 00
" " 28 ft	19 00	" " undres'd	12 00 14 00
" " 30 ft	20 00	Beaded sheeting, dressed	18 00 20 00
" " 32 ft	21 00	Clapboarding, dres'd	12 50
" " 34 ft		XXX sawn shingles per M	2 75 2 90
	22 50@22 50	Sawn Lath	2 25
" " 36 ft	24 00	Red oak	20 00 25 00
" " 38 ft	27 00	white "	25 00 30 00
" 40 to 44 ft	30 00	Basswood, No. 1 & 2	18 00 20 00
Cutting up planks 1¼ and thicker dry	25 00 26 00	Cherry, No. 1 & 2	50 00 60 00
" board	18 00 20 00	White ash, 1 & 2	25 00 30 00
		Black ash, 1 & 2	20 00 25 00

Ottawa, Ont.

OTTAWA, Aug. 30th, 1889.

Pine, 1st qual., ₱ M.	$35 00@40 00	Oak	$40 00@100 00
" 2nd "	22 00 25 00	Walnut	60 00 100 00
" shipping culls	14 00 16 00	Cherry	60 00 80 00
" 4th qual. deals	10 00 12 00	Butternut	22 00 40 00
" mill culls	8 00 10 00	Birch	15 00 25 00
Spruce, ₱ M.	10 00 12 00	Maple, hard	20 00 21 00
Hemlock	9 00 17 00	Daths	1 80 1 90
Ash	13 00 18 00	Shingles	1 50 3 00
Bass	12 00 20 00	" cedar	1 50 3 00

Hamilton, Ont.

HAMILTON, Aug. 30th, 1889.

Mill cull boards and scantlings	$ 9 00@10 00	Dressing stocks	$16 00 18 00
Shipping cull boards promiscuous widths	10 00 12 00	1¼ flooring, rough	16 00 18 00
Shipping cull stocks	14 00	1½ flooring, rough	16 00 18 00
Scantling and joist up to 16 feet	14 00	1¼ flooring, dressed	25 00
do up to 18 feet	15 50	1½ flooring, dressed	32 00
do up to 20 feet	16 00	1 flooring, dressed	21 50 23 00
do up to 22 feet	17 00	Beaded sheeting 1	25 00 30 00
do up to 24 feet	18 00	Picks, Am inspection	32 00 34 00
do up to 26 feet	19 00	Three uppers Am. In.	40 00
do up to 28 feet	20 00	XXX sawn shingles	2 60 2 70
do up to 30 feet	21 00	Sawn Lath	2 25
Cutting up plank 1¼ and thicker dry	20 00 25 00	Red Oak	20 00 25 00
Cutting up boards	20 00	White Oak	25 00 30 00
		Basswood No. 1. & 2	16 00 20 00
		Cherry No. 1 & 2	60 00 70 00
		White Ash No. 1 & 2	25 00 30 00
		Black Ash No. 1 & 2	20 00 25 00

St. John, N. B.

ST. JOHN, Aug. 30th, 1889.

Deals, Boards, Scantling, etc.

Spruce deals	$12 00	Spruce boards	12 00
Pine "	15 00	Pine "	-12 00@40 00
Deal ends	6 00	Oak "	40 00
Scantling	10 00	Ash "	15 00@25 00
		Hemlock "	7 50

Shingles.

Spruce, extra	$3 50	No. 1	1 25
" clear	3 00	Pine	1 25
" No. 1 extra	2 25		

Clapboards.

Pine, extra	35 00	Spruce, extra	24 00
" clears	45 00	" clears	23 00
" 2d clears	35 00	" No. 1	15 00
		" No. 2	10 00

Flooring, Dressed.

6 in.. No. 1	12 00	4 in., No. 1	12 00
" No. 2	10 00	" No. 2	10 00

Miscellaneous.

Staves	3 00@ 4 50	Laths	1 80
Heading 17 in. per pr.	04	Pickets	6 50@15 00
" 18 in.	04½ 05½	Railway ties	
" 22 in.	04½ 06		

Montreal, Que.

MONTREAL, Aug. 30th, 1889.

Pine, 1st qual'y ₱ M	$35 00 40 00	Basswood, run of log culls out per M	$13 00 20 00
Pine, 2nd " "	20 00 27 00	Oak, per M	40 00 95 00
Pine, shipping culls ₱ M	13 00 16 00	Walnut, per M	55 00 100 00
Pine, 4th quality deals ₱ M	10 00 12 00	Cherry, per M	65 00 80 00
Pine, mill culls, ₱ M	8 00 10 00	Butternut, per M	22 00 40 00
Spruce, per M	10 00 12 00	Birch, per M	16 00 25 00
Hemlock, per M	9 00 17 00	Hard Maple, per M	20 00 21 00
Ash, run of log culls out per M	13 00 18 00	Lath, per M	1 75 1 90
		Shingles, 1st, per M	2 00 3 25
		Shingles, 2nd, per M	1 25 200

Saginaw, Mich.

SAGINAW, Aug. 30th, 1889

CARGO LOTS.

Uppers	36 00@38 00	Norway	8 50@10 00
Common	16 00 21 00	Box	11 00 11 50
Shipping Culls	9 00 11 00	Straight measure	12 50 20 00
Mill Culls		Hemlock	7 50 8 00

YARD QUOTATIONS CAR LOTS DRY.

Drop Siding.

Clear, ⅞ in	40 00@46 00	C, ⅞ in	30 00
A	38 00 41 00	D	19 00
B	36 00		

Flooring and Siding Dressed.

Flooring, clear, d & m	46 00	Siding, clear, ½ in.	22 00
No. 1	31 00	A	20 00
No. 2	30 00	B	17 00
No. 3	20 00	C	14 00
No. 4	13 00	D	12 00

Finishing Lumber rough.

Three uppers, 1 in.	43 00@45 00	Fine common, 1 in.	28 00@31 00
1¼ & 1½	44 00 46 00	1¼ & 2 in.	32 00
Selects, 1 in.	35 00 36 00	C, 7, 8 & 9 in.	25 00
1¼ & 2 in.	36 00	Base, 2 to 9 in. No. 1	40 00
		No. 2	30 00
		No. 3	20 00
		Coffin boards 16 in. and over	16 00

Joist, Scantling and Timber.

12 to 18 feet	10 00	22 feet	12 00
20 feet	11 00	24 feet	13 00

Plank and timber, 12 inches wide, $1 extra.

Wide Select and Common Rough.

C (No. 1 com.) 13in. and up 28 00 D (common) 14 in. and up . 16 00

Lath, Shingles and Pickets.

Lath, No. 1	1 40	Country brands XXX	3 25@ 3 30
No. 2	1 25	Clear butts	2 25 2 35
Shingles, river brands		P'kts, 2 to 2½ in rough	12 00 13 00
XXX	3 25	Dressed	20 00
Clear butts	2 40 2 50	1¼ in. square, dressed	14 00 19 00

New York City.

NEW YORK, Aug. 30th, 1889.

Black Walnut.

⅝ in., all clear	$78 00@ 82 00	Culls, 1 inch	$35 00@ 36 00
1 and 1¼ inches	90 00 93 00	Culls, thick	36 00 38 00
1½ and thicker	100 00 105 00	Counter tops, 18 in.	
Rejects	50 00 52 00	and over	110 00 150 00

Poplar, or White Wood.

⅝ in. 10 inches and over	24 00@26 00	1 inch, 8 in. and over	31 00 31 50
¾ in. coffin boards	29 00 30 00	2½ and thicker	33 50 34 50
1 inch, 10 inch and over	32 00 32 50	Common 1 to 2 inch	23 00 24 00
		Saps, 1 inch & thicker	25 00 27 00
		Culls, all thickness	16 00 17 50

Ash.

1 inch, white	37 00@ 39 00	Strips, clear	26 00@ 27 00
1¼ to 2 inch	38 00 39 00	Black ash, good	26 00 30 00
2½ to 4 inch	40 00 41 00	Black ash, culls	10 00 12 00

Oak.

1 inch plain sawed	36 00@ 38 00	5 inches and over	48 00@ 50 00
1¼ to 2 inch	36 00 39 00	Thicker	52 00 53 00
Thicker	40 00 41 00	Strips under 6 in.	38 00 40 00
Quarter-sawed, white, all clear, 6-		Demension cut size	23 00 25 00

Cherry

⅝ in., white & clear	65 00@ 70 00	2½ and thicker	90 00@100 00
1 inch	78 00 80 00	Counter tops, 18 in. and over	110 00 115 00
1 inch strips	43 00 45 00	Culls, all thickness	18 00 20 00
1¼ to 2 inch	80 00 85 00		

Miscellaneous.

Chestnut, clear	33 00@ 35 00	Hickery, old growth	50 00 55 00
Chestnut common	20 00 22 00	Hickery, 2nd growth	65 00 70 00
Basswood white	30 00 32 00	Elm	20 00 22 00
Basswood common	21 00 23 00	Sycamore	24 00 27 00
Maple, clear	30 00 32 00	Sycamore quartered	35 00 40 00
Birch, clear	32 00 35 00	Gum	36 00 40 00
Birch, 1s and 2s	26 00 30 00	Butternut	45 00 50 00
Cottonwood	21 00 22 00	Sycamore dressed fig	24 00 25 00

Oswego, N. Y.

OSWEGO, Aug. 30th, 1889.

Three uppers, 1¼, 1½ & 2 inch	$44 00@45 00
Pickings, 1¼, 1½ & 2 in	35 00 36 00
No. 1 cutting up, 1¼, 1½ & 2in	30 00 31 00
No. 2 cutting up, 1¼, 1½ & 2in	20 00 21 00
1 in strips, 4 to 8 wide, selected for moulding strips, 14 to 16 ft	31 00 33 00
1x6 selected for clapboards	32 00 34 00

Siding.

1 in siding, cutting up piks & uppers	30 00@39 00	1¼ in selected	35 00@42 00
1 in dressing	19 00@21 00	1¼ in dressing	17 00 19 00
1 in No. 1 culls	14 00@16 00	1¼ in No. 1 culls	15 00 16 00
1 in No. 2 culls	13 00@14 00	1¼ in No. 2 culls	13 00 14 00

1x12 Inch.

12 & 16 ft, mill run	20 00 23 00
10 & 16 ft, No. 1 &2, barn boards	18 00 19 00
12 & 16 ft, dressing and better	26 00 30 00
12 & 16 ft, No 2 culls	15 00

1x10 Inch.

12 & 13 ft, mill run, mill culls out	20 00 21 00
12 & 13 ft, dressing and better	25 00 27 00
12 & 13 ft, No 1 culls	16 00 17 00
12 & 13 ft, No 2 culls	14 00 15 00
14 to 16 ft, mill run mill culls out	20 00 23 00
14 to 16 ft, dressing and better	25 00 30 00
14 to 16 ft, No. 1 culls	16 00 17 00
14 to 16 ft, No. 2 culls	14 00 15 00

1 1-4x10 Inches.

Mill run, mill culls out	20 00@23 00	No. 1 culls	16 00@17 00
Dressing and better	25 00 30 00	No. 2 culls	14 00 15 00

1x4 Inches.

Mill run, mill culls out	17 00@19 00	No. 1 culls	13 00@14 00
Dressing and better	23 00 27 00	No. 2 culls	11 00 12 00

1x5 Inches.

6 7 or 8, mill run, mill culls out	19 00@21 00	6, 7 or 8, No. 1 culls	15 00@16 00
6, 7 or 8, drsg & better	24 00 28 00	6, 7 or 8, No. 2 culls	13 00 14 00

Shingles.

XXX, 18 in pine	3 50@ 3 80	XXX, 18 in cedar	3 20@3 65
Clear butts, pine, 18 in.	2 50 2 80	Clear butt. 18 in cedar.,	2 20 2 65
XXX, 16 in pine	3 15 3 30	XX, 18 in cedar	2 10 2 40
Stocks cedars, 5 or 6 in.	5 25		

Pickets.

No. 1, 1¼x1¼	15 00	No. 2, 1x3	9 00 10 00
No. 1, 1x3	20 00		

Lath.

No. 1. 1¼	1 90	No. 2, 1 1-4	1 70
No. 1 -4	1 50		

Albany, N. Y.

ALBANY, Aug. 30th, 1889.

Hemlock.

1x 10 in.. good each	13½c.	2½x4 in., run, each	11c
1x10 in.. culls, "	10	2x4 " "	9c.

Pine.

2½ in. and up. good	$54 00@56 00	10 in boards dressing	
4ths	49 00 51 00	and better	$28 00@34 00
Selects	44 00 46 00	Common	13 00 18 00
Pickings	39 00 41 00	12 in. boards dressing	
1¼ to 2 in., good	50 00 55 00	and better	32 00 33 00
4ths	45 00 52 00	Common	16 00 22 00
Select	40 00 45 00	1¼ in. siding. selected	
Picking	35 00 40 00	1 "	40 00 50 00
1 to 2 in. good	48 00 50 00	Common	15 00 20 00
4ths	43 00 45 00	1 in. siding selected	38 00 42 00
Select	38 00 40 00	Common	13 00 18 00
Pickings	33 00 35 00	Norway. select	22 00 25 00
Cutting up, 1 to 2 in.	25 00 28 00	Common	12 00 15 00
Bracket plank	32 00 36 00	10 in. plk. 13 ft. dressing and better. each	42@50
Shelving boards, 12 in. and up	26 00 32 00	Culls	22 25
Dressing bds. narrow	20 00 22 00	10 in. boards, 13 ft., dress,& better each	28 33
Sapping boards	14 00 16 00	Culls	17 21
Box boards	14 00 16 00		

Buffalo and Tonawanda, N. Y.

BUFFALO, Aug. 30th, 1889.

Norway

Clear, 1 to 2 in. all width	23 00	Common, 1 to 2 in. all widths	12 50@15 00
Dressing, 1 to 2 in. all widths	16 00@20 00	4x4. 5x5, 6x6 turning	22 00
		4x4. 5x5, 6x6 common	16 00

White Pine Rough.

Uppers, 1 in., 1¼	$42 00@44 00	Shelving, No. 1, 13 in.	
1½ and 2 in.	42 00 44 00	and up	28 00 30 00
2½, 3 and 4 in.	52 00 55 00	No. 2, 13 in. & up	22 00 24 00
Selects, 1 in.	36 00 38 00	Fine common, 1 in.	30 00
1¼, 1½ and 2 in.	37 00 39 00	1¼, 1½ and 2 in.	30 00 33 00
2½, 3 and 4 in.	44 00 46 00	Common, 1 in.	16 00 19 00
Cuts, No. 1, 1 in.	27 00 28 00	1¼ and 1½ in.	17 00 20 00
1¼, 1½ and 2 in.	3000 32 00	2 in.	20 00 22 00
2½, 3 and 4 in.	35 00 39 00	Coffin boards	17 00 19 00
No. 2, 1 in.	16 00 17 00	Box, 1 in.	13 50
1¼, 1½ and 2 in	20 00 22 00	1¼ in. & thicker	13 50
Moulding, 1 in.	30 00 31 00	A stocks. 1X10	27 00
1¼, 1½ and 2 in.	31 00 34 00	1X12	28 00
Siding strips, 1 in.	38 00	B stocks, 1x6 to 16	17 50
		C stocks, 1x6 to 16	13 50

Shingles

XXX, 18-in. sawed	3 70	Thick cut (trade mark) 16 in per square	2 50
XX, 18-in. sawed clear butts	2 70		
X, 18-in, sawed	1 80	XXX cut	2 25
XXX, 16-in "	3 40	X cut	1 10
XX, 16-in " clear butts	2 40	No 2 cut	50
No. 2, 16-in "	90	Short cut	1 50
Thick cut	3 20	Square end, per thousand	5 00
XXX cut	3 00	Octagon or pointed end	5 22
X cut	1 50	Scalloped or round end	5 25
No. 2 cut	65	Other shapes made to order	5 25

Boston, Mass.

BOSTON, Aug. 30th 1889.

Western Pine—by car load.

Uppers, 1 in	$48 00@50 00	Fine com., 3 & 4 in	42 00@46 00
1¼, 1½ & 2 in	50 00 52 00	No 2, 1 in. Fine com.	28 00 30 00
3 & 4 in	55 00 60 00	1¼, 1½ & 2 in	29 00 31 00
Selects, 1 in	42 00 43 00	No. 1 strips, 4 to 6 in	40 00 43 00
1¼, 1½ & 2in	43 00 45 00	No. 2	35 00 37 00
3 & 4 in	45 00 50 00	No. 3	24 00 26 00
Moulding boards, 7 to 11 inch clear	36 00 38 00	Cut ups, 1 to 2 in	24 00 30 00
60 per cent clear	34 00 36 00	Coffin boards	19 00 22 00
Fine common 1 inch	36 00 38 00	Common all widths	15 50 25 00
1¼, 1½ & 2 inch	38 00 40 00	Shipping culls	15 50 19 50

Eastern Pine—Cargo or Car Load.

Nos. 1, 2 & 3	40 00@43 00	Clapboards, 4 ft., sap clear	40 00 45 00
4	28 00 30 00	Sap, 2nd clear	33 00 35 00
5	23 00 26 00	Heart extra	50 00 55 00
Ship'g bds & coarse	16 00 16 50	Heart clear	45 00 50 00
Refuse	12 00 12 50		
West'rn pine clapbds 4 ft. sap extra	45 00 50 00		

Spruce—by Cargo.

Scantling and plank, random cargoes	13 00@14 50	Coarse, rough	10 00 11 50
Yard orders, ordinary sizes	14 15 00	Hemlock bds., rough	10 00 11 00
Yard orders, extra sizes	15 00 16 00	" dressed	12 00 12 50
Clear floor boards	19 00 20 00	Clapbds., extra, 4 ft.	34 00
No. 2	16 00 17 00	Clear. 4 ft.	30 00
		Second clear	25 00
		No. 1	10 00 14 00

Lath.

Spruce by cargo	2 00@ 2 15

Shingles.

Spruce	1 25@1 50	Cedar, sawed, extra	3 25 3 50
Pine, 18 in. extra	4 00 4 25	Clear	3 00
Pine, No. 1	3 00 3 15	Extra, No. 1	2 50
		Cypress, No. 1, 18 in.	5 00

Burlington, Vt.

BURLINGTON, Aug. 30th, 1889.

Canada Pine Sidings—1x8 in. and up. 12 to 16 ft. D 2 or 4 S.

Select & shelving	$46 00	Finish	$37 00@38 00
Pickings	37 00	Dressing	27 00@28 00
Pickings & better	40 00@42 00	Common	20 00@21 00

Canada Pine Stock—1x10 in. 12 to 16 ft. D 2 or 4 S.

Selects (clear)	55 00	Pickings & better	40 00
1st shelving	42 00	As run, common out	28 00@30 00
2d	39 00	No. 1 barn boards	25 00
3d	30 00@31 00	Common	21 00
Pickings	38 00		

Canada Pine Stock—1x12 in. 12 to 16 ft. D 2 or 4 S.

Selects (clear)	57 00	Pickings & better	44 00
1st shelving	47 00	As run, common out	33 00
2d	41 00	No. 1 barn boards	26 00
3d	32 00	Common	21 00@22 00
Pickings	38 00		

Canada Pine Stock—14 in. 12 to 16 ft. D 2 or 4 S.

Pickings & better	45 00	3d shelving	33 00
As run, common out	33 00	Common	22 00

Canada Pine Short Boards—1x8 in. & up, 11 ft. & under, D 2 S or R.

Pickings & better	33 00@35 00	Dressing & common, d 2 s or d 2 s & m	20 00@21 00
As run, common out	30 00	Common	18 00 20 00

Canada Pine Sheathing, D. M. & B—1 in. 4 to 7 in. 5 in. & up C B ⅞ in.

1st quality, 12 to 16 ft.	46 00	1st & 2d quality, 9 to 11 ft.	33 00
2d	36 00@37 00	7 & 8 ft.	34 00
3d	27 00	3d quality, 11 ft. & under	22 00
4th (selected common)	22 00	4th	18 00

Canada (Quebec) Spruce—1 and 1¼ in. 4 to 10 in. D 2 S and M.

Clear, 10 to 16 ft	32 00	No 2. 10 to 16 ft.	15 00@16 00
No. 1	22 00		

Above prices delivered on a rate of $30 per car load.

PUBLICATION.

The new book entitled "Johnstown Flood," published by H. S. Goodspeed & Co., of New York, is perhaps the latest work out, yet we do not feel ourselves amiss in pronouncing it also the best. It contains a most graphic and vivid narration of that wonderful disaster, the story which will not grow old for many a long year. When the first news of the Johnstown disaster came, everybody disbelieved that so horrible a story could be true. But each day brought fresh horrors to the public notice, till it was universally remarked that for once the first accounts had not been exaggerated, but even underestimated. This is so rarely the case that it is a fact worthy of notice in the history of journalism. Everywhere throughout the country the heart beat of sympathy, and kindness showed itself in the most generous contributions, which soon rolled up into millions. Even the Chicago fire failed to stir up the same passionate fellow-felling, because there, although the loss of property was great, that of life was comparatively small. We cannot but believe it will be long ere this profound interest sinks into indifference. This permanent record will be welcomed by the people of the land, North, South, East and West, and wherever people can read. The author seems to have taken pains in writing an accurate as well as a dramatic story, and the whole thing is presented with a vigor and life likeness which brings it home to every heart. Mr. Ferris has studied the whole matter with great care, and serves it to the public in admirable style. The book is well made, and has forty-eight hanesome illustrations and 522 pages. We believe that any one who has an opportunity should seize the chance to purchase this thrilling work. Agents are wanted. H. S. Goodspeed & Co. pay all the duty.

"Port Arthur Illustrated," is the title of a work of 40 pages recently issued as a supplement to the Manitoba *Colonist*, published at Winnipeg. The work is gotten up in most elegant style and at considerable expense, is splendidly illustrated, and is designed to give a full description of the products, resources and attractions of Port Arthur, evidently for the purpose of booming the town. We have full confidence in the future of Port Arthur, situated as it is at the head of lake navigation on Lake Superior, with its unbounded mineral resources, vast timber limits, unbroken water connection, besides being the distributing point for Thunder Bav and Western Algoma, an area of 400,000 square miles. We see no just reason, with the vim and energy manifested by its people, why Port Arthur should not become before two more decades have rolled bv—the Crowned Queen of the Lakes.

THE August number of the *Patent Review* is on our table. It has recently been enlarged to 16 pages, is well gotten up and bears every evidence of prosperity. It is the only representative journal of its class, published at Ottawa; being ably edited and containing a fund of information valuable to manufacturers, inventors and all other users of patents, it ought to be largely patronized. We wish it every success. Sample copies free.

QUEBEC.

QUEBEC, August 26th, 1889.

Great activity has prevailed at this port during the month. Late arrival of vessels have been much more frequent, and there is an excess of some forty, over the number of sailing vessels from sea that arrived up to the corresponding date last year. The harbor presents quite an animated appearance as a large number of ships and steamers are in port taking in cargoes of wood for English and South American markets. Such activity has not been seen here at this season for some years past. The vessels are nearly all of large tonnage, and represent nearly double that of last year. The demand for freight has been so great that merchants have been obliged to pay at least 33½ per cent. more for the carriage of square timber this year than last. For deals the freight charges are at least 50 per cent. higher than last year. Seamen's wages are also higher, in consequence of the greater demand for shipping and scarcity of men. Never for years past were wages so high here as at present. Lumbermen are now being engaged for the woods, and it is found necessary to pay from $36 to $60 per month for liners, hewers and broad-axe men. It is estimated that upwards of 100,000,000 cubic feet of white pine will be shipped from the port of Quebec this year, which is far above the quantity shipped in the last four years.

Messrs. Bryson Bros., of Fort Coulonge, have just closed the sale of a very valuable timber limit to Messrs. Hale & Booth, of this city. The limit is situated on the Petewawa, and is twenty miles square. The price obtained was $90,000, which is considered a very high figure, being $4,500 per mile.

The s. s. "*Bentala*," left port last week for sea with the largest deal cargoe that has ever left this port, viz., 1,250 St. Petersburgh standard.

The ruling rates for ocean freights are: Quebec to Liverpool 29s; Deals, 70s. Quebec to East coast, England, Timber 32s 6d. Quebec to Greenock, part cargo, Timber, 28s 6d.

COMPARATIVE STATEMENT of Timber, Masts, Bowsprits, Spars, Staves, &c., measured and culled to date:—

	1887.	1888.	1889.
Waney White Pine	1,459,283	1,059,864	2,293,675
White Pine	845,959	806,058	2,889,351
Red Pine	484,120	283,863	552,938
Oak	512,283	682,631	885,303
Elm	188,139	163,832	633,584
Ash	61,365	93,009	225,372
Basswood	64	.....	2.495
Butternut	1,079	419	1,271
Tamarac	4,113	1,324	6,816
Birch & Maple	115,766	126,767	361,911
Masts & Bowsprits	.....	.....	.....
Spars	.....	.....	33—pcs.
Std. Staves	43.1.0.23	19.0.3 10	49'7.2. 2
W .I. Staves	90.0.2.19	297.4.3.14	58.9.3.16
Brl. Staves	14.8.2.15	13.3.1. 2	1.1.0. 1

JAMES PATTON,
Supervisor of Cullers.

Quebec, 21st August, 1889.

The Future Source of Telegraph and Telephone Poles.

The lightness and great durability of the White, Cedar *(Thuja occidentalis)* point to it as being the very best wood for the purposes for which it is so largely being made use of, that of poles for the support of telegraph and telephone wires, a use which must hereafter be constantly on the increase.

There was a time when Cedar abounded in Ma ne, but so many demands on it have been made for shingles, railroad sleepers and poles, that it is virtually almost a thing of the past in that state.

The same is true of the west side of the St. John, as far north as Houlton, in Maine, including the territory of the province of New Brunswick, on that side of the St. John within this limit.

On the upper waters of this river, as well as in the State of Maine and in the province of Quebec, Cedar is abundant in places, though the shingle business is also making great inroads upon it even there, great quantities of Cedar logs being annually driven down the St. John to be manufactured into shingles at its mouth.

By far the best places, however, for long, large and sound Cedar are to be found on certain rivers which discharge their waters into the Bay of Chaleur.

At one time the writer of this spent two months in the winter, three or four years since, in the vast forests which fringe one of the larger of these streams. Here Cedar was to be met with growing far up on the hillsides wherever there was a depression in them, or where the clear waters of some small brook trickled downward to the rapid river. This Cedar could be reckoned by the hundred of a million feet of the best quality, and large and long.

What is true of this river is also true of others there. The Bay of Chaleur, therefore, must ere long be a chief source of supply for the production of this wood, whose transportation to Eastern markets will be cheapened when the ship railway across the isthmus between Nova Scotia and New Brunswick, now in course of construction, shall have been completed.

Frederickton, Canada. EDWARD JACK.

CASUALTIES.

Geo. Campbell, in Gilmour's sash and door factory, Trenton, was caught in a belt and horribly mangled. He was alive when picked up, but died 24 hours afterwards.

William Johnston, a river driver, in the employ of the Gilmour Company, was drowned in the Trent at Belleville, Aug. 1. He and others were engaged in breaking a jam at the head of a rapid, and when the logs began to move he failed to reach a boat which was near and was swept on to death.

John Mclelland, working in Christie's shingle mill, Severn Bridge, Ont., had one of his fingers cut off and the rest of his hand badly mangled last month.

Brice Crawford, employed by Mr. O. Dufoe in rolling logs on the Ottawa river, near Mackeys, Ont., was killed by a large stone weighing about two tons falling from the bank of the river and crushing him.

Mr. Bradford, employed in the Feeny shingle mill, at Gilmour, whilst sawing shingles slipped and fell on the saw, severing his right arm from his body, and narrowly escaped having his body cut in two.

A young man named Wheeler, had his hand badly crushed at Peters & Cain's lath mill, Midland, the other day.

Dexter Willard, an employee of the Cookshire Mills Co., Cookshire, Que., was struck by a piece of a plank thrown off by the saw, striking him on the left side, knocking him five feet, breaking his ribs and injuring one of his lungs so badly that he died soon after.

James Findlay, working in Campbell & Dickinson's saw mill at Midland, fell on a circular saw and had his right arm and fingers of his left arm cut off. He sustained other injuries and his recovery is doubtful.

John Joslyn, lumber merchant, Broadview, Assa., was killed last month by a C. P. Ry. engine.

THE
CANADIAN TRADE REVIEW
Finance and Insurance Record.
DEVOTED TO
Commerce, Finance, Insurance, Railways, Manufacturing, Etc.
ISSUED EVERY FRIDAY.
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TELEPHONE, 2104.

NOTICE.

Weights and Measures.

TRADERS, manufacturers, and owners of Weights, Measures and Weighing Machines generally, are specially requested to read carefully the following instructions and act accordingly:

1. The Weights and Measures Act provides for a regular biennial inspection of all Weights and Measures used for tradepurposes, as well as for *irregular* inspections of the same, which may be made at any time when deemed necessary by the inspector, and it also imposes a heavy penalty on any trader or other person who wilfully obstructs or impedes an Inspector or an Assistant Inspector in the performance of his duty under said Act, or who refuses to produce the whole of his Weights and Measures when called upon to do so by an Inspecting Officer.

2. Every trader, manufacturer and owner of Weights, Measures and Weighing Machines, when paying moneys to Inspectors or Assistant Inspectors of Weights and Measures for verification fees, is entitled to, and is specially requested to demand from the officer who makes the inspection, an official certificate ("Form O 6" *with the words* "Original for the Trader," *printed at the head thereof) properly filled out and stamped*, and also at same time to carefully ascertain whether or not the stamps attached to such certificate represent *exactly* in value the amount of cash paid. Traders are requested to bear in mind that certificates of verification are of *no value whatever* unless stamps covering the full amount of fees charged are attached.

3. Owners or holders of these official certificates are specially requested to keep them carefully for two years, and in order to secure their safe keeping it would be advisable to placard them in their place of business in the manner in which ordinary License certificates are done; for it must be distinctly understood that all traders who are unable to produce their *properly stamped* certificates, when asked to do so by an Inspector or Assistant Inspector, may, in all probability, have to pay over again their verification fees.

E. MIALL,
Commissioner.

Department of Inland Revenue,
Ottawa, April 15th, 1889.

OAK FOR SALE.

600,000 feet of Fine Standing Oak on the Thessalon River, four miles from Bruce Mines Station, C. P. R. Can be moved by rail or water. Full particulars by addressing
J. W. LANG & CO.,
33 Front St. East,
Toronto.

The third page of the Toronto DAILY MAIL is noted for "Want" advertisement. If you want to buy or sell anything. If you want a situation a mechanic, a business, machinery, lodgings, if you have lost or found anything, or if you want to find out where anyone is, advertise in the Toronto DAILY MAIL and read the advertisements on the third page of that paper. The charge is two cents a word each insertion. Address THE MAIL, Toronto, Canada.

If you want to buy or sell a Farm, advertise in the the Toronto WEEKLY MAIL. That paper reaches 100,000 farmers' homes every week, and your advertisement should meet the eye of someone who wants to purchase. Advertisements of this class are are inserted in the Toronto WEEKLY MAIL for Five Cents a word each insertion, or Twenty Cents a word for five insertion. Address THE MAIL Toronto, Canada.

WANTED AND FOR SALE.

Announcements in this department will be inserted at the uniform rate of fifteen cents per line, each issue, payable in advance. For four or more consecutive insertions of the same advertisement a discount of twenty-five per cent. will be allowed. Eight words of ordinary length should be counted as one line. Copy must reach this office by the 25th of the month to secure the appearance of the advertisment in the paper of the following month.

ENGINES FOR SALE AT A BARGAIN, One 25-horse power and one 35-horse power, with boiler; both nearly new; adapted for saw or grist mill use. Money to loan to purchaser, secured. J. A. CULL, Port Perry, Ont.

SAW MILL FOR SALE—NEAR GOODWOOD—with or without buildings—or would take good sawyer as partner. Address, JOHN DRUMMER, Blackwater.

SAW MILL FOR SALE—DOING LARGE lumber business—in County Bruce; also, grist mill site; fine water power. W. WHITE & COMPANY, Business Brokers, Toronto.

BOSS AUTOMATIC SHINGLE MACHINE by Turner & Burns, London; also six-knife jointer, only used two weeks; equal to new; cheap. F. DRAKE.

AUTOMATIC SHINGLE MACHINE WITH two horizontal saws; guaranteed good as new: cheap for cash. F. J. DRAKE. Belleville.

FOR SALE—SAW MILL—CAPACITY FROM ten to twelve M. per day; in good running order, with shingle and lath mills; also dwelling-house, store-house and stable; situated on Lake Huron, at the mouth of Sauble river, in County Bruce; any amount of good timber convenient; a splendid opportunity for a practical man. For further particulars address GEORGE QUIGGIN, Sauble Falls, P. O., North Bruce.

VALUABLE SAW MILL PROPERTY FOR sale—almost new; in good running order; Township of Tilbury East, Kent County; district well timbered, elm, maple, etc.; purchaser may secure 500 acres of timbered land or the timber thereon; price of mill and three acres, $3,000. Apply to J. G. STEWART, Fletcher P. O.

SAW MILL FOR SALE—VERY CHEAP best of its size in the country. JAS. HUXTABLE, Hornings Mills, Ont.

FOR SALE—FOR $1,600—NEW STEAM saw and shingle mill — with first-class machinery—worth $2,500; grand opening for experienced man; satisfactory reasons given for selling. Apply Box 22, Keldon P. O., Ont.

PLANING MILL AND LUMBER BUSINESS for sale—Western town—plant and machinery in good condition; splendid chance for practical man to secure well-established paying business; terms favorable. W. WHITE & CO., Business Brokers, Toronto.

WANTED TO PURCHASE—PINE TIMBER limit of twenty to thirty million feet; must be good quality of timber, easy accessible to water or rail, and must stand close inspection as to quantity and be well worth the price asked. Address *Packet* Orillia Office.

MACHINERY FOR SALE

1. Circular Saw Mill (heavy) with steam feed, 3 head blocks, to cut thirty feet.
2. Circular Saw Mill (heavy) with rope feed, 2 head blocks, to cut twenty feet.
3. Lane's Patent Lever Set Circular Mill, No. 1, to cut 25ft.
4. Two Law's Shingle Machines.
5. One Iron Pulley 5ft x 16in face.
6. One Iron Pulley 4ft, 2in x 15½in face.
7. One Iron Pulley 8ft x 14in face.
8. 52in Leffel water wheel, made by Jos. Hall Co'y. good as new.
9. 30½in Leffel water wheel, made by Jos. Hall Co'y. G. order.
10. 14in Little Giant water wheel, made by J. C. Wilson & Co. Good order.
11. Wood Shaper (heavy) iron frame; wood top, two spindles and counter shaft; in good order.
12. Iron Planer, 28in x 28in x 8ft. Good order.
13. Iron Turning Lathe 28in x 14ft bed. Good order.
14. Iron Turning Lathe, rod feed, 8ft bed x 12in. Good order.
15. Iron Turning Lathe 15in x 8ft bed, screw feed: fair order.
16. Heavy Iron Boring Lathe 42in in gap x 8ft bed. Good order.
17. Bolt Gutter, cuts from ⅜ to 1in; in fair order.

Paxton, Tate & Co.

PORT PERRY, ONT.

Manufacturers' Life and Accident Insurance Companies.

HEAD OFFICE,

83 King Street West, Toronto.

Sir John A. Macdonald, President.
Geo. Gooderham, Wm. Bell } Vice-Presidents
J. L. Kerr, Secretary and Treasurer
A. H. Gilbert, Supt. Agencies.

Combined Authorized Capital,		$3,000,000 00
" Subscribed	"	739,700 00
" Cash	"	150,760 00
Combined new business for 1888,		9,575,525 00

Combined new business for 1889 to June 1st, about

$3,000,000.

A FEW GOOD AGENTS WANTED

APPLY TO

Geo. A. Morrison

District Manager,

PETERBOROUGH.

LUMBER

TRUCK * WHEELS.

The Montreal * Car Wheel Co.

MANUFACTURERS OF

CHARCOAL IRON CHILLED

RAILROAD WHEELS

Offices: New York Life Insurance Building, Montreal.

Works: Lachine, Quebec.

WE make a Specialty of Wheels suitable for the requirements of Lumbermen and Street Car Service, and can supply them Bored, Finished and Balanced.

CORRESPONDENCE SOLICITED

MACHINERY FOR SALE

List of SAW MILL MACHINERY for sale by H. W. PETRIE, Brantford and Toronto.

SAWMILL outfit, Waterous direct action at a bargain.

SEVERAL second hand saw rigs, two, three and four block.

A fine 66 inch inserted tooth saw also 52 inch do.

ONE new eclipse saw mill with all late improvements.

ONE saw Gummer, Disston make, Philadelphia.

ONE set hoop machines, American make.

Canadian agent for the celebrated Winne hoop machinery, catalogue free.

ONE drag saw rig, Waterous Engine Company make.

ONE hub turning lathe, American build.

ONE automatic handle lathe.

ONE broom handle lathe with wood frame, cheap.

BROOM handle lathe, Lockport N. Y. make.

ONE set of spoke machinery, Fay & Co., make.

ONE Goldie & McCulloch stave cutter. set equalizing saws &c.

ONE guage lathe, Bailey make.

ONE Blanchard spoke lathe, Fay & Co. make.

ONE new axe handle lathe.

ONE lot Ewart chain belt, good as new with sprocket wheels.

4 pole road cars, also a number of lumber cars.

ONE self feed lath machine, Waterous make.

NEW gang lath machine.

ONE Fairbanks timber guage.

ONE saw mill head block, Galt make.

HEADING turner, Goldie & McCulloch make.

ONE single edger with frame work.

NO. 2 large size smallwood shingle machine.

DOUBLE edger, Waterous Engine Co. build.

ONE Drake's patent self feeding parallel shingle edger.

DOUBLE block shingle machine, Pierce make, 40,000 capacity per day.

TWO Hall self acting shingle machines, Goldie & McCulloch makers.

TWO Smallwood shingle machines, Waterous make.

FOUR Laws patent upright swing shingle machines.

ONE Doherty swing shingle machine.

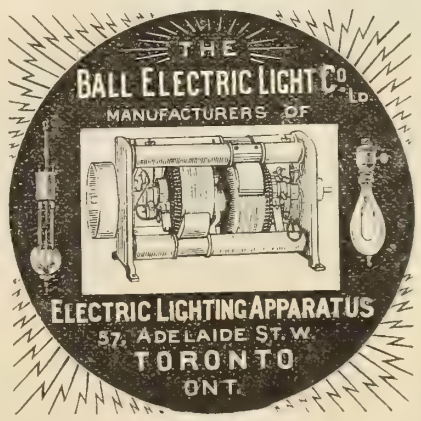
DRAG saw machine, Goldie & McCulloch.

TWO new shingle packers, all iron.

SHINGLE jointers, 3, 4 and 6 knives.

ONE new No. 3 Rogers saw filer and gummer.

Send for full description of any machine in above list, H. W. PETRIE Brantford and Toronto.



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FINER THAN EVER.

See

T & B

IN BRONZE

ON EACH PLUG AND PACKAGE.

THE MART--BY OLIVER, COATE & CO.

POSTPONED

AUCTION SALE OF

VALUABLE TIMBER LIMITS

Situated in the Province of Ontario. We have received instructions from Mr. John MacKay to sell by auction on Tuesday, 20th August, 1889, at 2 o'clock p. m., two valuable timber berths, Nos. 261 and 262 of season 1889, situated in Township of Laurier, containing 12½ and 22½ square miles respectively. Said berths are well timbered with White Pine, Spruce, Birch, Maple &c., and situated on line of N. and N. W. division of the G. T. R.

Terms and conditions of sale made known on day of sale. Further particulars may be had on application to John MacKay, Eau Claire, Ont., District of Nipissing, or to the undersigned.

OLIVER, COATE & CO.,
Auctioneers.
Toronto.

The above sale is postponed to

Thursday, 5th September,

At the hour of 2 p. m.

OLIVER, COATE & CO.

GRATEFUL—COMFORTING.

EPPS'S COCOA.

BREAKFAST,

"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of the well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavored beverage which may save us many heavy doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually fed up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame."—*Civil Service Gazette.*

Made simply with boiling water or milk. Sold only in packets, by Grocers, labelled thus:

JAS. EPPS & CO., Homœopathic Chemists, London, England.

Sovereign Grease

FOR

Mills, Railways and Steamboats.

Has proved itself the best lubricant in the world. It effects a saving from 50 to 75 per cent, over any other mode of lubrication and no hot boxes. To be had from our agents, viz: McDougal & Cuzner, Ottawa: Bibby & Virtue, Kingston: The Chinic Hardware Co., Quebec, and at our factory.

59 Common St., Montreal

AS WE ARE THE SOLE MANUFACTURERS

STOCK OIL & GREASE CO'Y

The following are a few of the many testimonials we hold.

HULL, Canada, January 23rd, 1889.
STOCK OIL & GREASE CO., Montreal.
GENTLEMEN.—Complying with your request we have much pleasure in stating that the SOVEREIGN GREASE, furnished us, and which we have been using for the past three months, has given perfect satisfaction.

Yours truly,
THE E. B. EDDY MFG. CO., Ltd.
per Cushman.

AYLMER, P. Q., January 30th, 1889.
STOCK OIL & GREASE CO., Montreal.
GENTLEMEN.—I am using the SOVEREIGN GREASE in my cylinders and on my engines, and on all the rest of my machinery, and find it perfectly satisfactory and a great saving over any other mode of lubrication, and with its use we have no hot boxes.

(Signed), N. E. CORMIER.

TRENTON, April 27th, 1889.
STOCK OIL & GREASE CO., Montreal.
DEAR SIRS—Please send as soon as possible one keg SOVEREIGN GREASE same as before.

Yours truly,
GILMOUR & CO.

CASSELMAN, July 11, 1889.
STOCK OIL & GREASE CO., Montreal.
DEAR SIRS.—Ship on receipt 1 pail Mill Grease.
FLATT & BRADLEY.

[TELEGRAM.]
GARDEN ISLAND, July 16, 1889.
Please send us keg of Grease same as last.
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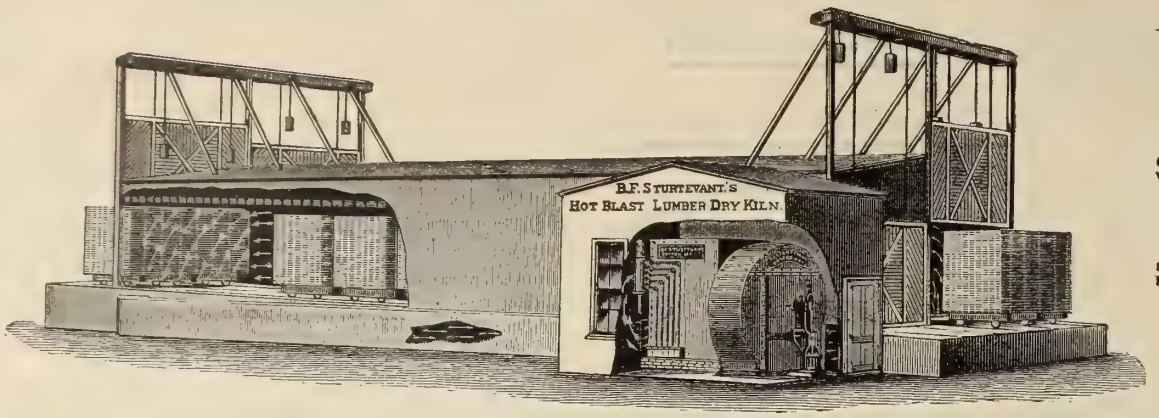

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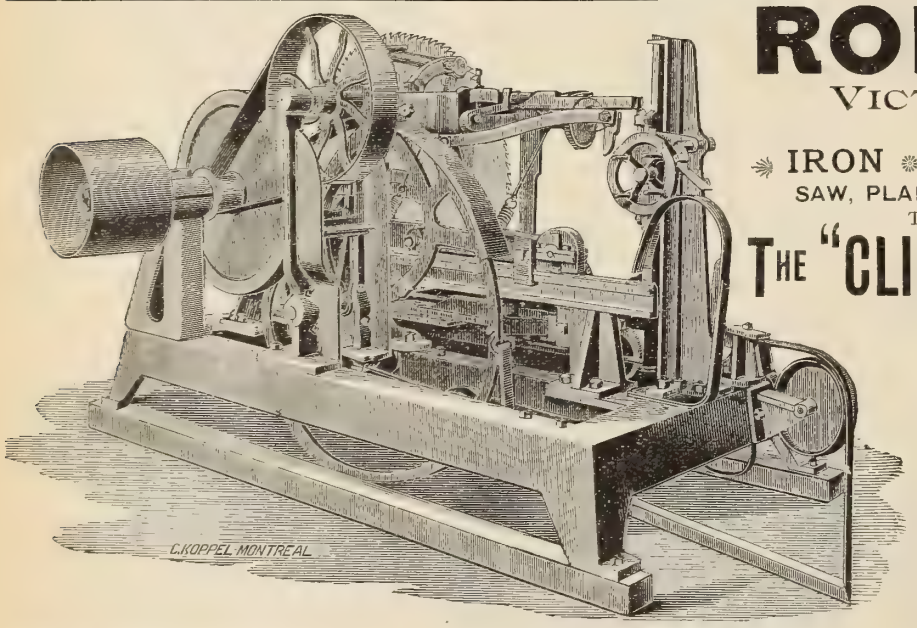

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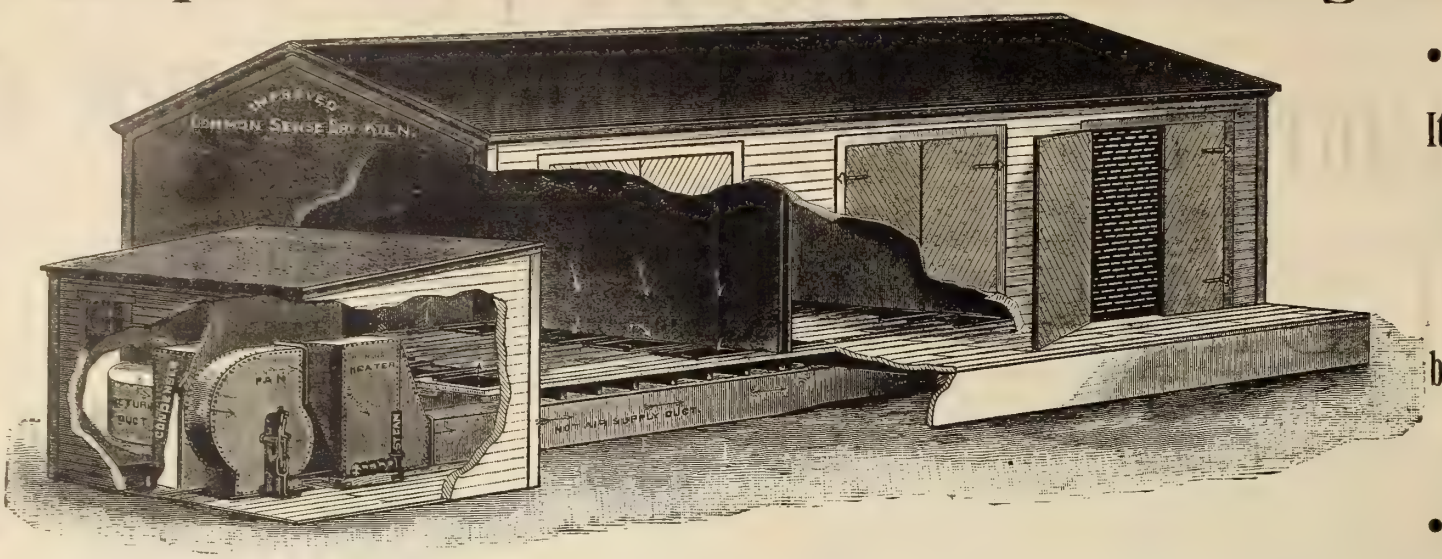

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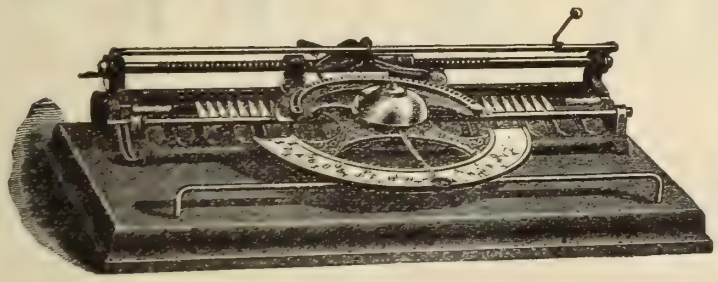

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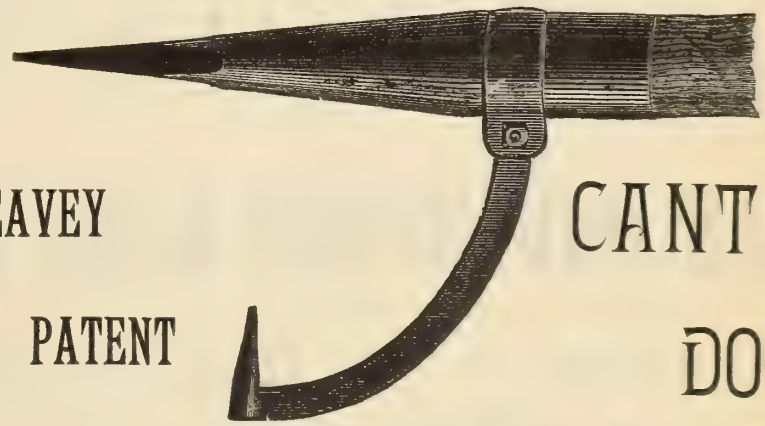

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THE CANADA LUMBERMAN.

VOLUME IX. NUMBER 10. } PETERBOROUGH, ONT., OCTOBER, 1889. { TERMS, $1.00 PER YEAR. SINGLE COPIES, 10 CENTS

THE CANADA LUMBERMAN

PUBLISHED MONTHLY BY

ARTHUR G. MORTIMER,

OFFICE: SIMCOE STREET, PETERBOROUGH, ONTARIO.

TERMS OF SUBSCRIPTION:

One Copy one Year, in Advance, - - - - - $1.00
One Copy six months, in Advance, - - - - - 50

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THE CANADA LUMBERMAN is published in the interest of the lumber trade and of allied industries throughout the Dominion being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion of them by others.

Especial pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world so as to afford to the trade in Canada information upon which it can rely in its operations.

Special correspondents in localities of importance present accurate report not only of prices and the condition of the market but, also of other matters specially interesting to our readers. But correspondence is not only welcome but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way effecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the truth. Any items of interest are particularly requested for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN with its special class of readers is not only an exceptionally good medium for securing publicity but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements which will be inserted in a conspicious position at the uniform price of 15 cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for three successive issues or longer.

Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade or specially interested in it, who should not be on our list thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

WHEN a firm or individual receives a copy of THE LUMBERMAN with a blank order enclosed, it may be considered a mute appeal to fill out the blank and send it to us. It is a timely suggestion to look over the paper and examine it carefully, page after page, notice each article and then answer the question, "Is it not worth more than the subscription asked"? Fill out the blank and return it to us, you will find it a great auxiliary to your business. Should any of our old readers happen to read this they would do us a favor by calling the attention of a friend to it. Superintendents of mills, managers and foremen, would find themselves greatly benefited by becoming constant readers of the paper. An order by postal card or letter is just as good as a filled out blank.

A WASHINGTON special claims that Canadians are despoiling the timber on the Minnesota side of the line, chiefly on the Red Lake reservation. The telegram sets forth that the chief of the timber depredations bureau of the general land office asserts that the lumber thieves along the Rainey Lake and Rainey Lake river operate systematically every season and in such a manner as to make it almost impossible to get at them. Large crews are sent into the pine woods in the early winter from the north. By the time they begin operations the United States authorities cannot reach them on account of the severity of the winter. These crews are cut off from civilization all winter, and in the spring the log cut is floated down the numerous streams into Rainey river and over to the Canadian shore. When an agent of the land office finally gets into the section the camps are gone as well as the thieves and logs. The timber, or a greal deal of it, is on the Red Lake Indian reservation. If it were owned by private parties it is more than possible that an effort would be made by them to protect their lands, but as it now is the general government is the only sufferer. The vast tract of uninhabited territory on the northern border makes it almost impossible for an agent of the government to reach the scene of these depredations. The lumber thieves, says the telegram, carry large supplies, while a lone man would more than likely perish before he could reach any of the camps. Even when he did find the thieves cutting timber he could do nothing. If they would refuse to accompany him to a United States official he would have to take his prisoner or prisoners through Canadian territory, and they could at any time refuse to accompany him. The land office feels practically powerless to protect the interests of the government on the northern frontier of Minnesota, and sees no way to prevent the Canadian thieves from carrying on the work of destruction, which is increasing every season.

A REMARKABLE impetus has been given to the lumber industry of British Columbia within the past few months, and the next few years will witness a far greater development of the lumbering industry of that province. The facilities which British Columbia offers for the development of an export trade are such as to arrest the attention of capitalists. The Fraser river and its tributaries, which run through the vast timber regions of the northeast, offer exceptional advantages for floating the products of the forest to the sea coast for shipment. The most important tree of the Pacific province, and the only wood that has as yet become to any extent an article of export, is the Douglas fir, sometimes called the Oregon pine. The tree is frequently from 150 to 175 feet in length, without knots or branches, and of a diameter varying from 6 to 10 feet. It is frequently squared 45 inches for a length of 90 feet, and is remarkable for its extraordinary size, straightness, and uniform thickness, its durability and freeness from knots place it almost beyond competition. As there is a rapidly increasing demand for timber limits on the Pacific coast, we may state for the benefit of those who are not sufficiently informed, that every applicant for a license to cut timber in British Columbia is required to publish for 30 days a notice of his intention to apply to the Commissioner of Crown Lands for such license in the official gazette. In the railway belt no timber license will be granted for a larger area than 2,000 acres of land, for every 2,500 feet of lumber that the mill operated in connection therewith is capable of cutting in 12 hours, nor will the license be granted for a longer period than four years, and no person can take out more than one license at a time. The license fee is $10 for each 1,000 acres, while upon each tree felled the sum of 15 cents is demanded. In addition to this, the party holding a license to cut timber is required to pay the sum of 20 cents for each 1,000 feet, board measure, contained in such logs, and until this is paid the logs cannot be moved. The foregoing applies only to timber lands situated within the "railway belt" lying south of 49 degrees, 34 minutes north latitude and west 121 degrees of longitude west of Greenwich. Licenses for cutting timber in British Columbia, as far east as the height of land forming the watershed between the basin of the Columbia river on the east, require the payment of a yearly license fee of $50, thirty cents stumpage for each tree felled and seventy-five cents for each thousand feet, board measure, contained in the logs made from such trees.

CONSUL Thomas W. Hotchkiss, in a report to the United States government, discusses the timber supply in the United States and Canada. Mr. Hotchkiss says: "The leading industry of this district, that of sawed pine lumber, still keeps its relative position as the second leading industry of Canada, in this district alone amounting to $3,000,000 annually. The conditions of prosperity were never more apparent than at present. The only apparent difficulty the past year has been ocean freightage and the enormous rise in rates growing out of shortage of freight room from the seaports. The effect of this difficulty is to leave upon the docks of the manufacturers here an abnormal quantity of lumber—sold, but undelivered." He says the great disturbing element which now agitates the lumbermen of Canada is the United States tariff question of free lumber or any change of rate; while the chief disturbing element, and one which is a deep source of grievance to the American lumbermen, is the Canadian export duty levied on pine logs going from Canada to the States. He does not coincide with the generally expressed opinion that the forests of Canada are inexhaustible, and intimates that a person need not travel to the north pole to find its limit. These limits, he says, may be placed, approximately, at the 73rd degree of longitude on the east and the 90th on the west, the distances being to a point about 130 miles north of the St. Lawrence river, and east and west an approximate of 1,000 miles. The growth of timber in the United States, he says, has been more rapid than in Canada, all varieties of timber being of much larger growth. In this connection the immense fir and cedar forests of British Columbia must not be forgotten. In regard to the supply of timber, Mr. Hotchkiss says, it is still greater and of far superior quality in the United States than in Canada, and that the day is yet far distant when the United States will depend upon any foreign timber supply. Of the $2,000,000 realized by the Dominion government from the sale of pine leases during the year 1888, of this sum nearly $500,000 was by American purchasers direct and in behalf of American interests. Since the order-in-council was issued advancing the export duty to $3 per 1000, no sale of timber limits had been made to Americans.

A LARGE and influential meeting of lumbermen and others who were interested, was recently held at Bridgewater, N.S., to consider the sawdust question. As is usually the case at such meetings, exemption from the operation of the law was claimed, and that practically little or no injury was done by throwing the saw dust into the streams. In this instance it was claimed that the river La Have should be exempted, upon the grounds of justice and reason, as it was shown by evidence, official and otherwise, that the navigation of the river is as good to-day as a quarter of a century ago, and that the idea that sawdust injured the fish was at best a mere conjecture, concerning which there has never been the slightest proof to back it up. "There are abstract questions in connection with this sawdust question," says a local paper, "with which we have practically nothing to do. We presume doctrinaires will continue to debate the question as to whether sawdust is injurious to fish life or whether it is not. Perhaps it would be correct to say that nothing has been absolutely and scientifically settled upon this point. This much, however, is admitted, that there has been a great falling off in river fishing in places where sawdust has not been deposited at all, and fish have managed to continue to live in rivers where sawdust has been steadily and copiously deposited." We have not the least doubt

that fish can live just as well on sawdust as mankind can live on bread made from the same material ; but that is not the question at issue. There is a general law, and the objection is not so much against the law itself as it is against the making "fish of one and flesh of another." Laws are supposed to be made to be enforced, and if they are not, they are of no account. If a law be odious, the best way to bring about its repeal is to enforce it. The great trouble, however, lies in the fact that a very large number of the mills were built before the law was thought of, and at a time when it was customary for saw mill men to throw their sawdust and refuse into the streams. To reconstruct the mills or build new ones would entail a large expenditure of money and that is just where the shoe pinches.

COMPLAINTS are again being heard from the various lumber quarters in Toronto regarding the snail pace adopted by the Grand Trunk railway in transmitting lumber from the various points of manufacture to the northern railway yard in that city. Ever since the Grand Trunk assumed control of the old Northern road there has been no end of bickering between the lumbermen and the railway officials, and a solution of the difficulty seems to be as far off as ever. At the present time there is a continuous blockade in the yard referred to, and the accommodation afforded is by no means in proportion to the demands of the trade. This yard has a capacity for about five hundred cars, but in no case can there be found more than from 250 to 275 loaded, the remaining space being filled up with empties. What is urgently needed is a more expeditious system of unloading, and instead of having the yard half-full of empties, to occupy the space with new cargoes. Under the present red tape system of the railway company, two to three days are usually taken up in securing proper orders to have cars placed, which makes it impossible for the owners of the lumber to meet any urgent demands from their customers. When it is considered that the lumber traffic over the Grand Trunk system forms a large percentage of all the freight handled, it is surprising that more consideration and privileges are not accorded to the trade. Every persuasive means has been adopted by the lumbermen calculated as a redress for their grievances, but the railway authorities almost invariably turn a deaf ear to all entreaties. Once let a rival line connect Toronto with northern Gntario and the lumbermen will receive all the attention necessary.

A CORRESPONDENT who has the rare faculty of expressing himself in brief without being ambiguous, writing from Vancouver, B. C., to the Pembroke *Standard* regarding the lumbering business of that province says: "As this is a great lumbering province I would like to write an open letter to your Upper Ottawa Lumber Kings. (1st) In Ontario and Quebec there is not and never was anything in the lumber line equal to the timber and lumber capabilities of British Columbia. (2nd) The magnificent chances which were so common fifty years ago in Ontario and Quebec are lying around in profusion in this province to-day. (3rd) The methods of getting and holding timber limits are easily learned and complied with. Timber limits slowly increased in value in Ontario and Quebec from a few thousand to hundreds of thousands of dollars. (4th) Already, wide awake lumbermen from the east are coming in to possess a vast and glorious heritage. (5th) If any of the Pembroke or other lumbermen desire information of a specific character I shall be glad to give any help in my power. (6th) I might say that the *limits* are not sold by the Government. As near as I can tell there is a charge of fifteen cents on each tree cut and twenty-five cents per thousand on all sawn lumber. With a small capital, enough to build and erect a suitable mill and to work the concern, a man or company should do a good thing. (7th) Where is the market? The world is our market. Our mills are sawing and exporting lumber to England, Japan, China, Australia, New Zealand, South America and other places, besides the home consumption is becoming very important. Cities and towns are growing very rapidly—Victoria, 16,000 ; Vancouver, 15,000 ; Westminster, 6,000 ; Nanimo, 5,000, and many smaller places. (8th) Vancouver is not a boom town. The boom wave has swept across the continent from east to west and is spent. It can go no farther, and business men know that the waves of westward immigration must pile up here mountains high. (9th) There is no room for agents, speculators, hangers-out, loafers and general commercial parasites." The writer of the above is evidently a practical man, as when he undertakes to do a thing he knows how to get there without stepping twice on one chip.

SPLINTERS.

OFFICIALS of the Customs Department are engaged in collecting statistics showing the volume of the transit trade through Canada from one United States point to another, and also the imports into Canada from Europe through American ports.

* * *

A SYNDICATE is being formed in the Saginaw Valley, Mich., for the purpose of buying up Canadian pine and taking it over the line to be manufactured. W. R. Burt, it is stated, is at the head of the scheme, and several Bay City gentlemen will be interested.

* * *

AN order-in-council has been passed permitting homesteaders in the Macleod district, N. W. T., to obtain from the local timber agents, upon the payment of twenty-five cents, permits to cut dry or fallen timber of a diameter up to seven inches inclusive, for fuel or fencing, free of dues. This privilege is not extended to squatters, ranchers or homesteaders other than those whose names are upon a list furnished by the land agent at Calgary.

* * *

FROM among the manufacturing firms of the Dominion few rank higher in the estimation of the purchasing public than the Waterous Engine Works Co., of Brantford. For this reason our readers will be pleased to observe that they have again contracted for space in THE LUMBERMAN, and will from month to month present something new and interesting for our lumber friends to read. In the current issue they illustrate their new Band Mill, which was seen in practical operation by hundreds of lumbermen at the Toronto exhibition and universally pronounced an unqualified success. Our readers will do well to enquire carefully into the merits of this machine pefore completing their plans for the coming season's alterations and additions to their mills.

* * *

THE sale of timber limits and mills, at Oliver, Coate & Co.'s Mart, Toronto, was well atended on Sept. 5th. The attraction was the sale of the property of the R. C. Smith estate, Port Hope. Among those present were: Messrs. Conlen, St. Catharines ; T. G. Hazlitt, Peterborough ; Dalton Ullyot, Peterborough ; J. B. Pearce, Norwood ; Jno. D. Smith, Fenelon Falls ; Alex. Campbell, Kinmount ; Wm. Boyd, Bobcaygeon ; Wm. Booth, Ottawa. The sale started at 2.30 and dragged along till about 4.30. The bidding was very slow, and it was evident the lumbermen were not anxious to buy limits unless they could get a pronounced bargain. Parcel No. 1, situated on White Fish River, was withdrawn at $10,000. Parcel No. 2, in the township of Stanhope, Victoria county, together with mills at Fenelon Falls, went up to $57,000, and the same parcel with mills at Harwood was withdrawn at the same figure. No. 2 alone got bids to $53,000. There were other properties offered and small bids made. Everything that was bid on was withdrawn.

* * *

THE new Halifax dry dock was formally opened on the 19th Sept. by Vice-Admiral Watson, with the docking of the warship Canada. This is the largest dock in America, one of the finest in the world, it will dock the largest vessel afloat or likely to be built, and was constructed at a cost of nearly one million dollars. It is built of granite and concrete, is 601 feet in length, 72 feet wide at the bottom and 102 feet at the top, and has 30 feet of water over the sills. It was blasted out of solid rock and the site adjoins the Imperial dock yards Its importance to Halifax cannot be overestimated, as Halifax as a shipping port ranks third on the continent, being next to New York and Boston. As the great dock constructed at Burmuda many years ago for the use of the Imperial navy is now obsolete, there is little doubt but that hereafter Halifax will become the headquarters of the British Navy on this side of the Atlantic.

* * *

THE shipbuilding trade, says the *Timber Trades Journal*, in all the northern ports continues brisk, many fresh contracts being booked, and numerous inquiries coming in. Several firms are now out of the market, and refusing all orders for execution before the end of 1890, being fully occupied till that time with Government and private contracts. The Wear yards are very busy, and at West Hartlepool all the building berths and dry docks are occupied. A large business has been done in the sale of second-hand steamers during the last six months, and the quantity of tonnage that has changed hands is unprecedented. The orders for new boats during the past two months show a considerable increase on the previous four months, and prices for all descriptions of vessels are considerably higher, owing to the increase in values of steel, iron and building materials. Labor is already about 15 per cent. dearer than last year, and, with the unsettled feeling among workpeople, builders are compelled to increase their prices for new boats.

* * *

AMONG the witnesses examined before the Senate committee in Boston on Sept. 11th was Mr. Hall, an extensive lumber dealer. He denied that the abolition of the duty on Canadian lumber would reduce the price of lumber in the United States, because the duty is now paid by the Canadian producer, and if it was removed the value of Canadian timber lands would be proportionally enhanced. Mr. Hall said that, "within five years, if the duties on lumber were entirely removed, there would be no appreciable difference in the value of lumber in Boston from what it was now, for the reason that the timber lands in Canada would be more valuable when the duties were removed from the product of those lands. Those lands would be purchased, a great many of them, by parties in the United States, some of whom he knew were waiting for the removal of the duty in order that they might go in and purchase Canadian timber lands." While it is still a debatable question as to who pays the duty on Canadian lumber, Mr. Hall is right in saying that the removal of the duties would enhance the value of Canadian timber limits.

KIND WORDS WILL NEVER DIE.

Of the many kind words of encouragement which have from time to time been bestowed on THE LUMBERMAN, none have been more acceptable or more highly esteemed than the following from Mr. Thos. W. Hotchkiss, U. S. Consul at Ottawa. The letter which follows speaks for itself:

UNITED STATES CONSULATE,
OTTAWA, Sept. 10th, 1889.

Editor "*Canada Lumberman*"
Peterborough, Ont.

MY DEAR SIR:—Before retiring from this post of duty I desire to express to you my thanks for the courtesy extended to me by the sending of a copy of THE LUMBERMAN. I have taken great pleasure in reading its contents. Indeed, as a lumberman, I have enjoyed it equally with the American papers of its class. I am pleased to say that there has been a steady and marked improvement, and it is to-day in the front rank with the best of the American papers. I have become so attached to it I shall miss its coming. My successor, having no interest in the lumber industry, will, as a matter of course, feel differently. May your success be commensurate with its great worth, and again warmly thanking you for your courtesy,

I am, most truly,
THOS. W. HOTCHKISS,
U. S. Consul.

We heartily reciprocate the kind wishes above expressed, and sincerely regret the circumstances which have made it necssary for Mr. Hotchkiss to sever his connection with the onorous duties of an Ottawa consulate, a position which he has filled for some years with credit to himself and to the entire satisfaction of all with whom he has been called upon to do business. But worthy as he has been of the position he has held, he is not of the same political complexion as the present U. S. government, and as a result he steps down and out to give place to a party favorite. THE LUMBERMAN, however, wishes him every success in whatever new field of labor it may be his lot to engage in.

FOREST PRESERVATION.

THE protection of our forests is a question of vast importance both to the national government and to the citizen, and a question which demands the consideration of the well-meaning citizen and the thinking men of the country. Our forests have been and still are a great source of wealth, but the rapid rate at which they are being denuded by the woodman's axe, to say nothing of their destruction by immense fires, is sufficient to cause alarm. More care should be taken in the preservation of existing forests, and the sooner the people are educated to the importance and necessity of preserving them and the replanting of new ones the better. It is a matter of vital importance to the well-being of the nation. At the recent meeting of the American Science Association, Mr. R. W. Phipps, read a paper on "Our Forest Protection," which contains many valuable suggestions. The arousing of public opinion by the gleaning of information and the distribution of the same by means of pamphlets among proper persons, and the delivery of addresses by Forestry officials, are set down as being among the prominent aids. A large Government nursery, where trees might be obtained free of cost, would be one of the greatest inducements for landowners to plant. It would not do to say that he who wants trees should buy them. There is an inducement needed here, or the work will not be done. The work is national; it is the nation desires the farmer to plant the trees; it was the fault of the nation that he was ever allowed to obtain public land at first without an agreement to retain a certain portion in trees. Few should be in a better position to say than I, for I have now for seven years been examining this subject, and I am strongly of opinion that, under a system of free saplings, twenty times as much planting would be done as at present. Instead of free nurseries Governments sometimes grant orders on nurserymen. With careful and earnest supervision, either plan would answer. The great point is—free distribution of young trees. On the settling of fresh woodland he says: "The great error of the original settlers was taking hill and hollow, mountain and valley, indiscriminately for settlement. The result is that many mountain tops were cleared, farmed and ruined, for the soil washes away and in a few years nothing is possible but to desert it and go elsewhere. That the mountain should be wooded and the sloping valley cropped is the very alphabet of forestry. If there is one lesson more than another which overclearing has taught America it is that people should not be allowed to enter the woodland and hack and hew as they please. There are now millions of acres of deserted and wornout farms in the Eastern States and Canada, which were simply the elevated ridges, fit, with care, to bear timber forever, but not fit for farms, as the earth washes off. It is hard for the settler in a forest to know the elevation, but the survey should have regulated matters. I wish it to be understood that here I speak from my own experience. When, over thirty years ago, with no one to guide us, many of us entered the forest, we cleared much which never should have felt the axe and is now worthless, or very near it. This is not proposed in the case of the ordinary rolling land of the country, nor where there are merely a number of small hills, but where thousands of acres form the watershed of a mountain range, they should remain in wood." The remission of taxes on woodland would greatly assist in preserving a considerable amount of forest throughout the country if taxes on woodlands, where the country is sufficiently cleared, were in all cases remitted; and, if in the same connection some stipulation was made that cattle should, to a proper extent, be excluded, very great benefit would follow. For a wood dried up and hardened, its undergrowth destroyed by cattle, is of very little value climatically compared with one where the forest bed is preserved. Neither will it remain a store of fuel, for, there being no young trees, the forest must ultimately die. There is, no doubt, however, that many of these wood-lots are allowed to decay, because it is intended to clear them up, and that, if the remission of taxes induced the owners—as it in most cases would—to keep them as permanent forests, much better care would be taken of them. The prairie lands, both of Canada and the United States, urgently need tree planting and will give good returns. Plantations of miles square have been given for eight years in Kansas by railway companies and with good paying results. Yet, even with this successful example before their eyes, settlers plant little. When I saw these plantations they were four and six years old, yet still the prairie for hundreds of miles was comparatively treeless, though all admitted the benefit of trees. I should recommend, in prairie countries, while the soil is yet in Government hands, that many millions of young trees be planted and cared for under Government appropriations, cultivated to keep down weeds for a couple of years, and the prairies, close by, ploughed to prevent fire running to the trees. In this we should not wait long for experiments. It is necessary to plant four times as many trees as needed, to allow for thinning, and by planting different varieties it would be easy to arrange them that, even if three-fourths failed, we should still have a forest. This would cost milions of dollars, it is true, and it is equally true that it is a matter in which, above all others, it should be spent. If, when I first saw the Praire States, between thirty and forty years ago, an appropriation of ten millions of dollars had been given to plant trees and care for the ground then existing, these States would, I am well assured, be more valuable by a thousand million of dollars now. Can nations not afford such sums? Let us think of the sums they are, without exception, ready to spend in war and then answer. But that, it may be said, is to preserve national life. So is the other. Every well-informed student of history is aware that in all the past as the forests of a country were destroyed beyond a proportion national life weakened, and by the time, when, as examples show us, the treeless desert had overspread the ground the nation was dead. The preservation of timber forests has been little thought of in America, and the lumberman, on condition of paying the authorites a certain amount, has been allowed to cut at his pleasure. No care has been taken to replant forests. This generation, say for thirty years, will have timber enough, though they will have to use much wood hitherto thought unfit. After that there will be little good pine and not much hardwood in our forests; what is obtained will be brought from British Columbia and the forests of the Southern States, while the generation following will exhaust these. Considering the well-known benefits of keeping a large section of the country in forest, I would earnestly urge the people of America to consider how much more advantageous it would be at once and decidedly to say of certain large portions now in forest:—"These shall not be cleared for settlement; these shall be sacred to the tree." Once this determination is arrived at, the rest is easy. Nothing is more simple than to introduce and maintain a method of forest preservation, if populations demand it and Governments fulfil their desires. It is often said, "We have a large proportion of forest land." But most of this is not good forest. Much has been overrun by fire, much culled of every good stick by lumbermen. But nearly all of this might be renewed, and made good, permanent forest, if the means were used.

BRITISH COLUMBIA.

[From our Regular Correspondent.

VANCOUVER, B. C., Sept, 21st, 1889.

The lumber trade continues brisk along the Pacific coast. Five ships arrived at Burrard Inlet during August, and during the month six ships cleared with lumber for different ports. The old Chemainus saw mill is at present shut down, and it is not likely that it will again re-open, unless to turn out the building material required for the new mill. There is a rumor that instead of rebuilding on the old site, the saw mill company intend erecting their new premises either at Victoria or Esquimalt.

The largest real estate and manufacturing transaction which has yet been consummated in this city was finally closed in Victoria recently. I refer to the transfer of the ownership of the Hastings Saw mill, the real estate attached thereto, and the timber limits connected therewith, all of which constitute the most valuable property outside of that of the Canadian Pacific Railway, in the city of Vancouver. Mr. John Hendry, President of the Royal City Planing Mills becomes the sole manager of the property, which will continue to be operated and known as the Hastings saw mill. The purchase consideration, it is understood, being somewhere in the neighborhood of $290,000. The capacity of the mill is to be largely increased, and new machinery and motive power of the most approved pattern are to be introduced.

A company is being formed at San Francisco, California, to build rafts of from 8 to 12 million feet, at Puget Sound, after the Joggins' plan, to be towed to San Francisco. The advantage of rafting is in freights. The present rate on lumber from Puget Sound to San Francisco is $6 per thousand, while it is claimed the rafts of logs can be rafted at a cost of $2 per thousand.

The lumber trade is brisk at Westminster. The Royal City Mills are running full time. The bark *C. C. Funk* is loading 700,000 feet of rough lumber at the mills. The Brunette saw mills are having gas put in in prospect of a heavy run of night work.

The following are the ruling prices at present for lumber at Vancouver:

Common rough, $9, $11 yard; common sized, $11; common S. I. S., do; on board cars, $13; 1x4 flooring, No. 1, $19; No. 2, $17; 1x6 flooring, No. 1, $18; do., No. 2, $16; ceiling, No. 1, $18; do., No. 2 $16; No, 1 S, 4 S, $19; No. 2, do, $17; common rough plank for sidewalks, delivered, $9; lath per M, $2; rough cedar, $10 to $12 per M; double dressed cedar, $35 per M; single dressed, do., $30 per M; shingles $2 per M; maple, $20 per M; curley do., $75; pickets, rough, $19 per M; dressed do., $20.

The bush fires which so extensively prevailed during July and August have entirely disappeared. They have been worse this season than any other during the last fifteen years.

The country settling up gradually, will increase the danger of these fires yearly, but it is said the Government is contemplating some scheme for protecting the limits more effectually than heretofore from the ravishes of fire.

Fader Bros.'s mill at Vancouver is being bought up by a joint stock company, and rumor has it that the C. P. R. is largely interested.

The Vancouver Lumber Co., at same place, have been bought up by a syndicate, of which Mr. W. H. Higgins, lately in connection with the McLaren, Ross Lumber Co., is managing director.

The Moodyville mill is talking of making large additions this winter, but the negotiations to this effect were temporarily suspended owing to the demise of Mr. Walch, of San Francisco, one of the largest stockholders.

The new machinery for the Victoria Lumber Co. is on the way, and expected at Chemainus daily from Peterborough.

A great many eastern capitalists have paid the coast a visit the last two months, and there are rumors of some large investments having been made.

The other mills at Vancouver are all very busy, and every week a ship sails out of Burrard Inlet loaded with Douglas fir for every part of the world.

In New Westminster the Brunette Saw Mill and Royal City Mills are working night and day, and still cannot keep up to the orders continually coming in.

The McLaren-Ross new mill has been all roofed with corrugated iron roofing, and the foundations for boilers, burner and engines are nearly finished; the fire bricks and Portland cement arriving last week. They expect to be running by February. A car load of iron working tools arrived last week from Bertram, Dundas, and they ordered an engine and boiler of the Ball make from E. Leonard & Sons, London, to run the above, and an electric plant. This mill will revolutionize mill building in this country, and will tend to economise the use of manual labor.

From a recent visit to Revelstoke, American capitalists are talking of building a mill on the Columbia as soon as the duties are better arranged between Canada and the United States.

The Valentine shingle mill is running to its full capacity, and the price of shingles there, 75c. run, f.o.b., is very cheap, and lots of money in it to the manufacturer.

Benjamin Franklin, of Chiticutimi, is talking of building a saw mill in that part of the country, having ordered power and carriage, and, if successful, will put in more machinery next year.

The Alberni mill is getting under way; the parties are now negotiating about the machinery, and will order as soon as the grants are allowed.

Hon. G. Dewdney is now out here, and is making some stir with those mill owners who control more limits than the law allows, but they expect to pull through all right.

At the forthcoming Provincial Exhibition, to be held in New Westminster, on the 23rd and 24th of October, the mill men are going to make a special exhibit of the lumber industries, and qualities of all the woods in British Columbia.

FIR.

THE NEWS.

ONTARIO.

—P. McDermott, lumberman, South River, Muskoka, has assigned.

—A great deal of lumber is being shipped from Penetanguishene by rail.

—Three Gravenhurst mills have already cut out their stocks and shut down.

—Davidson's mills, at Penetanguishene, have closed down, the piling yards being full.

—Fire is rapidly consuming the timber on Griffith's Island, at the mouth of the Georgian Bay.

—Mr. R. H. Menzies, Burk's Falls, is putting a new combination trimmer in his mill.

—From Baysville we learn that Messrs. Mickle, Dyment & Co. have put in a camp at Ridout.

—S. B. Crossfield's saw mill at Sturgeon Bay is turning out fifteen thousand shingles per day.

—The Emery Lumber Company have started their camps on the Wahnapitae, Georgian Bay District.

—The Ontario Lumber Company have started to work in the bush near Loring, and are putting in four camps this year.

—Mr. Donald Campbell sold his lumber yard in Dundas street, West Toronto Junction, 170 feet frontage, for $16,600.

—S. B. Crossfield shipped the first car of shingles cut by his new mill at Sturgeon Bay, to Springfield, Mass., last month.

—The Gilmours will rebuild their shingle mill at Trenton on a smaller scale. They will also build a new flume at a cost of $4,000.

—It is reported that Messrs. J. B. and R. H. Klock have purchased Mr. James MacLaren's Bear Creek timber limit for $200,000.

—Shipments of lumber are fairly brisk at Parry Sound, but a large amount remains to be shipped before the close of navigation.

—The Georgian Bay Lumber Company got out 100,000,000 feet last year, and it is said they will not exceed 30,000,000 feet this year.

—Pierce & Co's mill, at Ottawa, has closed down at night for the season. The company's small mill still continues running at night.

—Logs are being towed out of Lake Superior to the Bay City, Mich., mills. One raft of large dimensions passed Sault Ste. Marie last week.

—It is possible that the syndicate who recently purchased the Scott timber limits in Haliburton, may lease the mills at Harwood, to cut their logs.

—Mr. J. R. Booth will operate the limits which he purchased some time ago from Messrs. Barnet & Russell, on the Temiscamingue river, during the coming winter.

—A new lumber company from East Saginaw, Mich., has commenced operations on the north shore of Georgian Bay. They will make Little Current their headquarters.

—A large quantity of lumber at the Chaudiere mills has been held to dry that should have gone forward weeks ago, owing to continued wet weather during the summer.

—Forest products exported to the United States through the Ottawa consulate for the quarter ending June 30th, 1889, amounted to $1,035,996, and for the fiscal year $3,042,365.

—Wm. Potter & Co., Little Current, have cut 2,000,000 feet of lumber this season, and expect to finish 4,000,000 before it freezes up. They will have 2,000,000 feet of uncut logs left over.

—Mr. Maurice Malone, took with him last week from the Ottawa district 320 men to work on the timber limits controlled by the firm of Hackley & Gordon, in the vicinity of Seattle, Washington Territory.

—The Longford Lumber Co's shingle mill at Orillia has been shut down for the season. The woodenware factory, however, has enough orders booked ahead to keep the concern running for three or four months.

—The last two rafts of the season, consisting of 100 cribs, each passed through the Chaudiere slides Aug. 30th. The timber was cut on the Kippewa and Pettewawa rivers, and was owned by Messrs. Moore and Frazer.

—A prominent Ottawa lumber merchant states that this season's cut of lumber will likely exceed the quantity turned out for many years past. This is largely owing to the high water being very favorable for sawing during the season.

—The Nassau mill, at Peterborough, closed Sept. 5th for the season, the supply of logs having been cut and the quantity of lumber in the yard being so large, over twelve million feet. The steam mill will continue to run as usual.

—Numerous gangs of men are being sent to the woods from Ottawa, Quebec and other points. Lumbermen are making preparations for the commencement of lumbering operations, and a lively winter's work in the woods is anticipated.

—Mr. Milne, of Ethel, whose saw and shingle mills were destroyed by fire, has commenced to rebuild, and the new structures will be much larger and more complete in every department than the old ones. He got all his insurance money.

—Dr. Herriman, of Lindsay, is clearing a site for a large saw mill on West Bay Creek, Algoma. Men will arrive in about a week to commence putting in machinery. This will be a great boon to the settlers in that part of the country.

—The Rathbun Co.'s saw mill, at Campbellford, is running night and day, turning out, 2,000,000 feet of lumber, 150,000 railway ties, besides shingles, lath and heading. Steam power is used and about 70 men are employed. Campbellford is the head office for Trent operations.

—The Imperial Lumber Company, (Ltd.) has been incorporated with a capital stock of $260,000. The incorporators are, T. W. Dobbie, C. D. Warren, G. M. Warren, F. B. Warren, C. R. Warren, H. C. Boomer, Toronto; W. J. Jones, Bowmanville; G. M. Warren, Niagara.

—The steam tug *Nellie* left Messrs. E. B. Eddy's lumber docks on the Hull side of the river Sept. 16th, having in tow eight barges, all loaded with inch boards, for American firms at Burlington, Vermont and Whitehall, N. Y. The previous week upwards of 2,000,000 feet were shipped to the same places.

—A large amount of square timber has been sawn this season at Mason's mill, Ottawa. The mill has been going night and day most of the season and will continue to run so until it shuts down. Mr. Mason purchased a 250-horse power engine at the commencement of the season and it has given much satisfaction.

—Campbell Brothers, lumber dealers, Toronto, assigned Sept. 5th. Liabilities $15,000 to $17,000. Assets are said to be much larger. The assignment was caused by a lockup of the money of the firm in certain real estate transactions of D. Campbell & Co. It is expected they will pay 100 cents, on the dollar.

—Mr. H. G. Buck, of Norwood, is busily engaged in superintending the rafting of 50,000 feet of square timber at Belleville. It will be taken to Quebec, and on the arrival of the fall fleet will be shipped to Great Britain. This is the fourth raft Mr. Buck has shipped this year, making in all over 200,000 feet of square timber.

—The mills of the Ontario Lumber Co., at French River, are run by steam, using a band saw, also a circular and gang saw. They cut on an average 100,000 feet of lumber per day. employing 100 men. This company load from 55 to 60 vessels with lumber for different ports each season. They are now engaged in making improvements in their mills.

—Increased value of timber limits and extra cost of log crops makes economical lumber-making of utmost importance to all lumbermen. The band sawmill shown at the Toronto exposition by the Waterous Co., Brantford, runs a 16-gauge saw and cuts 20 per cent. more lumber from the log than the ordinary circular. It has also the merit of cheapness and adaptability to any mill.

—The lumbermen have no difficulty in obtaining labor at present, as men are plentiful at Ottawa. Most of the Lower Town hotels are well stocked with them. The wages for log makers have been steady so far and no change noticeable, but as for general hands, they are not getting quite as much as last season. They are promised from $12 to $16 per month and board.

—H. Cargill's steam saw mill, at Cargill, cuts from six to seven million feet of lumber, also some two-and-a-half to three million lath. The saw and shingle mill runs by water power, cuts all kinds of bill stuff and runs the greater part of the winter months. His supply of logs and timber is obtained from some 11,000 acres of bush or swamp lands which he purchased from the government some years ago.

—The Georgian Bay Consolidated Lumber Company is one of the oldest established lumber companies in northern Ontario. They are now operating both the upper and lower mills at Byng Inlet, together with large mills at Waubaushene, Severn and Collingwood. The output from their upper and lower mills at Byng Inlet this season will be about 20,000,000 feet. At these mills they employ 160 men.

—A sawdust explosion took place in the Ottawa river, on the Hull side of the river, which threw water up some 15 feet high. There was luckily no boats in the vicinity at the time. The sawdust shoal in the Ottawa river just at the foot of the Government hill, is now fully a foot above the surface of the water. Recently several sawdust explosions have occurred in that vicinity which were big enough to swamp a small boat.

—Lumberers are rapidly sending men into the woods. Messrs. R. Hurdman & Co., of Ottawa, have three crews at work on their Magnicippi limits. Mr. A. Barnet has a crew at Barnet Lake; Mr. A. Fraser another at Misty Lake, Messrs Chevrier & Whistle have two shanties running in full blast making logs for Messrs. Perley & Pattee. Mr. Louis Cherrier has a gang making improvements on the Nipissing branch of the Pettewawa for Messrs. Booth & Co.

—A deputation consisting of Messrs. Robert Innes, Thos. G. Hazlitt, A. P. Pousette, James M. Irwin, E. B. Edwards, of Peterboro' and R. C. Strickland, Lakefield, accompanied by Mr. Jas. Stevenson, M. P., for Peterboro', visited Ottawa on the 18th and waited on Hon. C. H. Tupper, minister of marine and fisheries, *re* the sawdust in the river question. The government have for some time been prosecuting offenders who have been using the river around Peterboro' as a receptacle for their spare sawdust. The millmen cannot see why if a portion of the Ottawa river is exempted from this law their river should not be treated likewise. They asked Mr. Tupper to make some amicable arrangement.

—Burton & Bro., Byng Inlet, North, have extensive timber limits on the Magnettewan, Beaverstone, French, Spanish and Mississangua rivers, with a supply sufficient to last for 20 years. They ship all their lumber by their own vessels, composing a fleet of four. The mill is supplied with the most modern and approved machinery and run by steam. It is claimed that they can produce more lumber with a circular and gang than any other mill in Canada, and this season they will cut 15,000,000 feet, running from May to November. Sixty-eight men are employed by this firm. It is said they cut as much as 130,000 feet of lumber per day with one circular and gang saw.

—The Thessalon *Advocate* says that Hon. Mr. Hardy, Crown Lands Commissioner, is determined that nothing shall be left undone to advance the opening up of that portion of the Province formerly known as the "disputed territory," the hitherto unexplored and unsettled. The Rainey River Free Grant Act is now in force, and patents are being issued under it for mining lands where the claim is not in dispute. All applicants have been notified that on the deposit of the necessary purchase money the Department is prepared to issue patents. Two Commissioners are taking evidence and obtaining information in the disputed territory—one at Rat Portage, respecting claims to mining and other lands; the other at Rainey River, respecting claims of settlers to lands in this section.

—A case of interest to lumbermen was tried last month in the Common Pleas Division court, at Peterborough. It was an action for trespass and cutting timber in Peterborough county, of which the plaintiff claimed to be the owner in fee in possession. The defendants claimed a right to cut timber on the lot in question under a license from the Commissioner of Crown Lands issued in 1888. The learned judge holds that the defendants had notice that this lot was sold on March 13, 1884, and as three years had elapsed prior to the issue of the license, that they should not have proceeded to cut timber unless advised that the sale had been cancelled. Judgment was given for the plaintiff for the sum of $530,50, with interest from April 26, 1889, and full costs.

Mr. Robert Wilson, of Mr. J. R. Booth's firm, has returned to the city after an extended tour through British Columbia. Mr. Wilson's object was to invest in the lumbering industry in that country, but owing to certain facts which he perceived on his trip he thought it advisable not to. He says that the mills there are of sufficient capacity to supply the local markets at present; and until the export trade is more developed there, and decreased in the eastern part of Canada, he is of the opinion that it would not be a wise investment. Mr. Wilson visited the Maclaren, Ross & Co.'s mill, which is in course of construction on the Frazer river, and speaks highly of its site. The earth is so soft were the mill is being erected that its foundation consists of piles driven in the ground a great distance and made solid with 200 barrels of Portland cement. He says that the mill is most conveniently situated, as the Canadian Pacific railway runs directly through its yard, and one great advantage is that the logs when cut and put in the sea will not be effected with the much-dreaded toredoes which invade the salt water, as they can be towed with the greatest of ease to the Frazer river and then run directly to the mill. The firm has men already at work cutting logs within three miles of the mill, which is a very short distance in comparison with that which the lumbermen in this vicinity are obliged to go for them. It has been said by good authority that the firm have already obtained an order for 50,000,000 feet of timber for export. Mr. Wilson, who has had considerable experience in Canadian forests, was greatly struck with the size of the trees there. He said that he watched men take no less than four 32 foot logs out of one tree without touching it above the branches.—*Ottawa Free Press.*

—Seven men unceremoniously left the employ of the Messrs. Hurdman last month. They had only worked three days. Lumbermen sigh for the good old days when there was a law to punish men who left their work without a just cause. There are numbers of the river men now, who stay in Ottawa till they run up a big bill at their boarding house, then engage with some lumberman, go to the woods, and on the slightest pretext, or no pretext at all, leave their employer after he has paid their way up and in many cases advanced money to them.

—The mills in the neighborhood of Fallbrook do not get much Pine to cut now, and the most they cut is in Hemlock, Basswood and Ash. At one time there were seven saw mills within a radius of two miles cutting, on an average 1,000,000 feet each a year, but now there are only three cutting about one and a half million altogether. The largest drive of sawlogs that ever went down the Mississippi in one season passed here a short time ago on its way to Carleton Place, to be cut there by the Canada Lumber Co., and Boyd Caldwell & Son. It consisted of about two hundred and twenty thousand pieces.

QUEBEC.

—The mills at Scottown are all shut down for want of logs.

—L. A. Stearns & Co., lumber and saw mill, have assigned.

—The new steam saw mill of the Roberval Lumber Company, Roberval, is now in active operation, turning out some fine pine and spruce lumber. They expect to saw nearly 100,000 logs during the season.

—The E. B. Eddy Company have desided not to send any more men into the woods or make any more logs. The Eddy limits found employment for about 500 men yearly. The mills will close down unless sold. They employ a day gang of about 300 and a night gang of about 250. Unless the mills and limits are purchased before the logs are cut, several hundred men will be thrown out of employment.

A meeting of lumbermen operating timber limits in the Province of Quebec was held Sept. 5th, to consider the new regulations of the Crown Lands Department with respect to the prevention of destruction of timber by fire, and the tax imposed on limit holders for the purpose of enforcing such regulations. Mr. J. R. Booth presided. Under the new law the Government appoint fire rangers to enforce the regulations, and half the expense of maintaining these officials is paid by the Government, and the other half raised by assessment at the rate of ten cents per mile upon the limits under license. Some of the lumbermen objected to the Quebec fire protection tax, on the ground that the fire rangers are appointed by the Government without consulting the lumbermen, whereas in Ontario license holders have a say in the appointment of fire rangers for their respective districts. After some discussion it was agreed that Mr. Charleson, the superintendent of Forest and Fire Rangers for Quebec, be informed that the limit holders agreed to pay the assessment levied upon them for fire protection purposes, with the understanding that their request that they should have a voice in the selection of fire rangers be submitted for the consideration of the Provincial Government. Mr. Charleson promised to convey the representation of the limit holders to the Comissioner of Crown Lands.

NEW BRUNSWICK.

—Mr. H. O. Larey's mill at Mission Point has been shut down for the season for lack of logs.

—The continuance of the dry weather has been the occasion of numerous forest fires in the Province. Much valuable timber has been destroyed.

—H. H. Stevens, the well-known shingle manufacturer, has 12 machines at work, at Fairfield and Salmon river, and will cut out during the year twenty million shingles.

—At a recent sale of the Frederickton Boom Company, spruce logs brought $9.10 a thousand for merchantable, and two-thirds of that price for battens. White pine sold for $7.60, cedar, $5 and hemlock $4.10.

—Simmon & Burpee, bridge builders and mill owners, Frederickton, have assigned with heavy liabilities. The hanging up of the firm's logs by low water on the Upper St. John was the chief cause of the difficulty. It is stated that the liabilities of the firm will amount to about $40,000 and that the assets will pay about sixty cents on the dollar.

—The Chatham *World* says: Steamers are steadily supplanting sailing vessels in the deal carrying trade, much to the disgust of the laborers and others in port. The Thorndike, now loading at Muirhead's mill, is nearly 2000 tons and will carry about two million feet. She will have to take in part of her cargo outside the bar. A still larger steamship is expected.

—During the month forest fires have done an immense amount of damage in the province; for miles the forests burned on each side of the tract on the Main Central Railroad. On the New Brunswick Railroad thousands of dollars of damage was done. The country roads were impassible on account of the heat. The towns of Frederickton and Moncton was surrounded by flames and the people had to fight hard to save their property.

—There promises to be great activity in the woods the coming winter, and the cut will be unusually heavy. Operators who have hitherto gone to Aroostook are seeking grounds on the Canadian side of the line in consequence of the trouble and expense arising out of the United States bonded system, and also on account of the extremely high rates charged by the Aroostook people for camp supplies. Wm. Sewell, who is to operate for Andre, Cushing & Sons, has started for the Alegash, and Walter Stevens has started for Fish river with his crew for E. D. Jewell & Co. Kilburn & Baird will operate extensively on the Tobique, while Wm. Teddie will occupy his old grounds on the same river. Gilman Bros. have left for Little Black river, Quebec, for Wm. Murray, and Robt. Connors is preparing for work on Cabins lake, his field of last winter. Beveridge & Co. go to Nictena lake, on the the Tobique. David Keswick, of Hortland, will operate extensively on the Grand river. Lynch Bros. and Mr. Welch are making extensive preparations for a big cut on the Miramichi.

BRITISH COLUMBIA.

—A tug called the *Active*, has been completed for the Royal City Mills, Westminster.

—The Royal City Planing Mills Company, Westminster, contemplates making extensive improvements in its mills.

—Improvements are being made in the Vancouver sawmill. It is the intention to ship to foreign countries as soon as the necessary alterations have been made.

—The sale of the Hastings mill property at Vancouver to an English syndicate is reported off, owing to one of the British shareholders declining to dispose of his stock.

—In view of the prospect of rafts of logs being exported from British Columbia to the United States, the governments are considering a rate of duty to be levied on British Columbia pine.

—A. J. Hill and H. G. Ross, commission agents and surveyors, Westminster, have dissolved partnership. Ross will continue the commission business, and Hill the engineering department.

—The Crystal City mill is expected to be in operation by the middle of October. On account of the moulders strike and the cancellation of orders by Goldie & McCulloch, of Galt, they were unable to get their engine completed and have purchased one now on exhibition in Toronto, which has received the highest commendation.

NOVA SCOTIA.

—James A. Freeman, general store and lumber, Kempt, is is offering to compromise.

—The lumbering firm of Messrs. E. D. Davidson & Son, have purchased the mill and timber formerly owned by the Messrs. Freeman's on the Port Medway river.

—E. Leonard & Sons have filled an order for engine, boiler and sawmill for Miss Stirling, founder of Edinburgh and Leith Children's Aid and Refuge at Aylesford, Nova Scotia.

—Lumbering in Nova Scotia appears to have brightened up, and there is quite an active demand for milling property. J. E. Dickey, of Stewiache, recently placed his saw mill and timber limits in Eastville on the market. They were at once taken up by a company from Amherst that intends to cut lumber on a large scale. This property is considered one of the finest water previleges in Nova Scotia.

AMERICAN.

—Horace S. Shepard, Treasurer of the Shepard & Morse Lumber Co., whose office is in Boston, has failed. Liabilities, 100,000, assets, light.

—J. W. Howry & Sons, of Bay City, have purchased a large block of Canadian timber and are making arrangements to commence lumbering. The logs will be towed to Saginaw river to be manufactured.

—J. Weiss, a lumber dealer and large stockholder in the H. S. Matthews Lumber Co., Texaskana, Texas, the largest concern in the place, has decamped, carrying with him, it is alleged, funds of other parties estimated at from $30,000 to $40,000.

—The lumber output of Memphis, Tenn. for the commercial year closed Aug. 31, by the mills and dealers, is estimated at $1,930.00. These firms sold within the past 12 months over 60,000,000 feet of lumber, not including the output of the commission men during the same period.

—The Folsom estate has a large amount of pine land in the Spanish river country, Canada. Some of this pine has been cut into logs, while a large amount is still in the tree. At present the Folsom mill in Bay City, Mich., is busy consuming the logs on hand As soon as the American logs are all sawed up, the shipment of the Spanish river stock will commence, and continue until their mill and store rooms are filled to their utmost capacity. The mill will then begin the consumption of these logs. There will be enough of them to last an indefinite period.

—The Bangor *Commercial* intimates that the ordinary gang or rotary saw mill is to be superseded by the "band mill," in which the band saw is applied to all purposes of sawing. The F. W. Ayer & Co. mill is fitted with this band saw arrangement, and, says the *Commercial*, "representatives from nearly every mill on the St. John river, from the New Hampshire mills and the Bradstreets at Gardiner and from other mills all over the state have been here and inspected it and watched it work. They have all been surprised and pleased with it. Our own millmen say there will never be another gang or rotary put in here, but that they will be replaced by the band mill. We give the figures showing the amount of lumber sawed by the little and big gangs at Mr. Ayer's mills yesterday as well as that sawed by the band saw, and a comparison will be interesting. In eleven hours yesterday the little gang sawed 73,287 feet, the big gang 83,208 feet, and the band saw 128,357 feet making a total of 284,852 feet.

CASUALTIES.

Samuel Purcell, a young man working in Pierce & Co.'s lumber mill on the Chaudiere, had the toes of his right foot taken off by the carriage that feeds the circular saw.

Wm. Jacques, working at McKee's mill, Windsor, fell from a lumber pile and broke three of his ribs.

Theodore Moreau, who was engaged in canting logs at Gratton's mill, on the Ottawa, was frightfully crushed by a jam of logs rolling on him. Faint hopes are entertained of his recovery.

Crowley West, a well known citizen, fell on a circular saw at Babbits mill, Gibson, N. B. and had his shoulder bone cut almost to the joint and one arm badly lacerated.

Geo. Palmer had three of his fingers almost severed by a circular saw at Carleton mills, Kouchibougac, N. B.

A Finlander, named Marston, was killed by a slab saw in Graham, Horne & Co's mill, at Vermillion Bay.

While tailing on the gang at the Lakefield Lumber Co.'s mill, Lakefield, Ont., Wm. Wood was caught between the stock and the roller, fracturing the small bone of the leg.

Robert Forrester, while working on a machine in Cushing's planing mill, Calgary, Man., had his hand badly lacerated by coming in contact with the revolving knives.

William Herricks, an emyloyee of the Canada Lumber Co., at Carleton Place, was killed on the 17th by a lorry laden with lumber running over him.

FIRE RECORD.

Larlee's mill at Perth Centre, N. B., was burned with its machinery.

J. C. Shook's saw mill at Corbetton, Ont. was burned early last month.

Leith's saw mill, near Moncton, N. B., was burned recently with all its contents.

The saw mill at Duncan's Indian colony at Metlakatla has been destroyed by fire. Loss, $22,000.

W. & J. Anderson's saw mill, at Burnt Church, near Chatham, N. B., was burned last month. Loss $3,000; no insurance.

The shingle mill, of Gilmour & Co., Trenton, Ont., was burned Sept. 4th. Loss about $20,000; insured for $13,000. The mill had been partly shut down for some time.

The barn and stables belonging to the Victoria Harbor Lumber Co., Victoria Harbor, was burned on the 15th, together with the contents. A spark from the burner is supposed to have been the cause of the fire.

A fire in Laird, Norton & Co.'s lumber yard, at Winona, Minn., destroyed twenty-two million feet of lumber, seven million shingles, and a three-story brick warehouse and contents, consisting of doors, sash, glass, etc., with sheds, tramways, etc.

Mr. L. H. Hillman's mill situated on the Ottawa, opposite Kettle Island, was burned Sept. 11th, and 1,500,000 feet of lumber. Loss nearly $200,000. The mill was valued at $22,000; insured for $8,000. The lumber was owned by the Rathbun Co., of Deseronto, and was principally this season's cut. It consisted of pine, ash, birch and basswood. It was valued at $175,000, and was partly insured. Fifty men are thrown out of employment.

LUMBER TRADE OF NEW ONTARIO.

F. H. S. in Toronto Globe.]

This timber was and partly is, the property of the Local Government. They charge a uniform stumpage due of one dollar per 1,000 feet, and three dollars per annum per square mile. They put up the right to cut on these terms on certain limits at public auction. When Mr. Scott was Commissioner he thought the Province had struck a bonanza when this right fetched $200 a square mile. Last year inferior limits, less accessible and with less favorable terms, fetched $1,500 to $2,500 the mile.

Some idea of the magnitude of the lumber trade may be gained by the fact that these "bonuses" alone have brought in to the Provincial Treasury nearly $21,000,000 since Confederation. It is quite impossible to pretend to write up this immense industry in a single letter; hence, with your permission, I purpose to describe operations in one little corner of New Ontario, and will write to you about the lumber interests of Parry Sound and the country tributary. It is a very small portion of New Ontario, no portion of the tributary district being further than fifty miles from the Sound.

How do you account for the pessimistic and narrow Provincial views of our urban population? The mixture of races and the charm of new surroundings have made to the south of us a population pleased with their surroundings bright, original and singularly optimistic. Why should there be such pessimists there? The farmer says, "Take all the bad land out and Canada would be a small country." The shrewd manager of a steamboat rushes an excursion through Algoma to a foreign island in search of scenery. The villager is neither a prophet nor the son of one, yet he predicts that the lumber will be played out in Muskoka in five or ten years, and the settler who is grubbing a living among the rocks, sand and stumps will have to get out.

Let us maintain the truth, the arable lands of all Algoma are as good, if not better (because newer), then the best soil in Western Ontario. They have a better climate and produce, even with bad farming, better crops. As long as grass grows and water runs, the material interests of New Ontario, I mean its lumbering, farming, and mining interests, will never be less valuable or extensive than they are to-day.

I am indebted to the courtesy of Judge McCurry for an estimate of the timber within these limits. It has cost time and money to prepare it, and it is as accurate as any estimate well can be. There is 750,000,000 feet of merchantable pine that is over ten inches in diameter, besides which there is continually growing another crop to afford a continuous but reduced supply. At the average cutting now done, the visible supply will last forty years.

Birch is a much more valuable wood than pine. It is taking the place of walnut and mahogany for fine furniture, is capable of a fine polish, and is more abundant here than pine, owing to the lack of railway facilities, little of it yet having come into the market. As it sinks in water, it cannot be carried to the place of manufacture. There is as much as the first supply of pine in the hemlock forests. The bark is used by tanners, and is worth $5 to $6 per cord now. The wood is worth $10 per 1,000. It makes splendid scantling, rail, ties and barn flooring (being proof against rats), and if not so hard to work, would be a splended wood for wainscoting and interior decoration.

There is an extensive quantity of basswood which is being more used than ever for cheap furniture. Of oak there is only a limited quantity, which is in active demand for vessel keels and house decoration. Of tamarac and spruce there are great quantities. These are fully as useful as pine, but no account is made of beech and maple, their use being chiefly as firewood. Poplar is plentiful, and is being extensively sought after for the paper factories. After pine is cut, the refuse is brought in as shingle bolts. The manufacture of shingles is a tremendous industry.

Nature again covers the rocks and sandy soil with trees of second growth. Pine comes occasionally in clumps, but the second growth is principally soft maple, birch and poplar, and all this in a radius of fifty miles? and remember, there are thousands of miles just like it!

Some thirty years ago Mr Beatty located at Parry Sound. He built a saw mill and the Government gave him as a reward 2,000 acres in fee simple, and on this grant stands the principal part of the town of Parry Sound. The town had two splended harbors, but a poor country in its neighborhood, and it would scarcely exist save that it is the seat of the lumber industry of the neighborhood. The mill for which Mr. Beatty was so plenteously rewarded, together with valuable limits, became, after a long time, the property of Mr. J. C. Miller. Mr. Miller was a good specimen of a shrewd Yankee. He commenced life as a school teacher and ended it as President of the Parry Sound Lumber Company and an honored member of the Local Parliament of Ontario. He was succeeded in the presidency by his son, under whose presidency and the management of Mayor McLennan the Company has had an increasing prosperity. The company cut 12,000,000 feet annually.

The Midland & North Shore Lumber Co., is composed of a syndicate of capitalists, of which Mr. Ulyott, of Peterboro', is President. After the hopeless bankruptcy of the Guelph Lumber Company, this company bought the estate, and, under Mr. Fitzgerald's management, it has been a grand success.

The death of Mr. Miller happened just before the burning of Mr. Pratt's famous hotel at Rosseau, the energetic "Discoverer of Muskoka" as a summer resort was thus enabled to gratify a long felt wish to become lumber king. With others he formed the Conger Lumber Company, bought limits and mill from the Miller estate, and carried into his new business all the geniality and enterprise which had formerly made his name so well-known in Ontario.

The Conger Company cuts 7,000,000 feet, and the other two 12,000,000 each. The Conger employs 60 men in summer, and 100 in winter, and has a pay-roll of about $30,000 annually. The other two companies employ 200 men each in winter, and about 100 in summer, and each pays in annual wages $50,000 per annum. The cut is divided into two qualities, the mill run and the mill culls. The specific duty of two dollars causes the choice lumber alone to go to the States, the markets there being Tomawanda, Buffalo and Albany.

The product goes by water, and it is a matter of regret that more Canadian and less American vessels are not employed in the traffic. The common lumber goes to Toronto, and the price received is—for mill culls, $7 to $9 per thousand, and for good $12 to $15 per thousand. The combined mills do an average business of $2,500,000 annually. The effect of the duty is supposed to be that buyer and seller each lose one dollar

The great difficulty of the country is lack of railway communication. Its want is felt at every turn. Other companies would locate, bringing other sections under tribute; tanneries would spring up, and the weary hauling of men and supplies to camp would soon cease. The quantity of lath, common lumber and slabs, now destroyed, would, if utilized, largely pay for the running, the road would pay from the start. Only the voice of the Pessimist is heard in the land. The history of the Northern Road shows a series of efforts in railway building against the sneers and laughter of the wise men of the day. Successive bonuses extended the line from Barrie to Orillia, the boom in railway building secured its extension to Gravenhurst, but the glittering bait of $8,000 bonus per mile did not induce capitalists to take hold. They cry that the revenue would not pay grease for the wheels, and Manager Cumberland's witty statement that Muskoka was not rocky, but all rock, did their work, and things remained in *statu quo* until the advent of Sir Charles Tupper as Finance Minister. An offer of $6,000 per mile was quickly followed by another doubling the bonus, and $12,000 per mile secured the extension to North Bay.

The purchase of the Northern by the G. T. R. has injuriously affected the lumbering interests. The Northern Company used them with whips, the G. T. R. is doing it with scorpions. The new rates are notoriously unfair, and they have caused a dullness in trade not before experienced. In this connection it may be stated that Mr. Miller, who is Vice-President of the Polson Company, is having built a steam-barge of steel which will be the second largest barge on fresh water.

There is considerable friction between newly-arrived settlers and the various lumber companies. It is a pity they do not see eye to eye, as their interests are so much in common. Lumbermen contend that if delay was made before further land was open for settlement, it would conduce to closer settlement in the old district; that settlers are the frequent cause of fire, and do more damage sometimes than they are worth. Angry feelings have been aroused in consequence. The Government have solved the problem. They allow no more settlement on pine land. They have got to be satisfied more than ever as, the bona fides of the settlement and the strict enforcement of the Fire Act has been of great advantage to the preservation of timber. It must be remembered that fire is not so very destructive usually. It simply disarranges plans and forces the getting of two season's supply in the year.

This article would not be complete without reference to the loss that lumber men and settlers alike receive in the death of Hon. T. B. Pardee. Mr. Pardee loved the country that was his peculiar charge. Affable and easy of approach, he gave an attentive and sympathetic attention to the wants and wishes of the people of the district. If he had done nothing more his authorship of the Fire Act alone would have kept his name green in the heart of his country now.

If the reading of this article should convey to one single influential man a just idea of the capabilities and possibilities of New Ontario, the writer will consider himself well repaid for his trouble.

Lining a Saw with the Carriage.

It is almost impossible to make two saws that will hang just alike on the same mandrel, or make the same saw hang alike on any two mandrels. The slightest difference turning up the collars of the mandrel, or in the finish of the saw gear the mandrel-hole will cause a perceptible difference in the hanging, so that it is often necessary to adjust the saw by packing between the collars, with writting paper. In hanging a new saw, it is best to fit it on, screw it up between the collars, and then examine it carefully on the front or log side, and see if the face of the saw is flat. If it is found to be rounding on the log side, cut a ring of writing paper, about half an inch wide, the size of the collar on the outside, oil it, and stick it on the face of the fast collar around the outer edge. Then cut another ring of paper of the same width, making the outside of the ring the size of the hole in the loose collar; put this small ring between the loose collar and the saw, and screw up the collars. If the two rings are not enough, put in another until the saw comes right. If the saw hangs dishing on the log side, reverse the rings of paper, that is, put the small ring between the saw and the collar, and the large ring on the loose collar.

Should a saw run a little out of true on the rim, it may be made to run true by packing with writing paper between the saw and the fast collar. It is also necessary that the saw mandrel should be perfectly level, so that the saw will hang perfectly plumb.

Never try to run a saw that is dishing on the log side, as it will be sure to draw toward the log. The carriage track must be straight, and the carriage run true. The flange that is fast to the mandrel should be a little concave, and the loose flange perfectly flat.

The most perfect saw is that which will cut the easiest, the smoothest and the most in a given time, with the least expenditure of power. When the teeth are presented to the timber with just the right pitch on top of the teeth, they will cut the kerf out in shavings, and not scrape it into fine dust. We do not mean to say that all of the dust will be cut into long shavings, for all timber is not sufficiently tough to hold together. How differently the teeth are presented to the wood in the solid-toothed saw. Any one who will take the trouble to examine the chips of the two will readily see. In the patent-toothed saw there is more room. Solid teeth, or teeth cut in saw plate, cannot be run at the same angle as inserted teeth. The teeth should not be rounded off, but filed straight back from the point. The sawdust cut with the patent-tooth saw is fifty per cent. better for fuel than that cut with the solid-toothed saw, on account of so large a percentage being cut in shavings.

Large Sawmills.

[Timberman.]

An item is floating around to the effect that the Port Blakely, Washington, saw mill is probably the largest sawmill in the world, and that it has a capacity of about 100,000,000 feet annually. This is a mistake. There is a mill located at a small place in Ontario, at the mouth of the Trent river, near the head of the Bay of Quinte, which has a much larger capacity than the one alluded to in Washington, but which has rarely been run to its full speed, the stock not being obtainable. The Trenton mill, when erected, was simply enormous in size and capacity, a large number of gangs and circulars comprising the lumber-producing machinery; but it was hyberbolic, a sort of exaggeration, so to speak, like the steamship Great Eastern, there being no "use for it," or in the case of the mill no use for over half of it, as it would have required nearly all the logs harvested on the Trent river to have furnished food for its capacious maw of saws. In fact at the time the mill was erected it had sufficient capacity to have produced all the lumber being cut on the Saginaw river, if not in all Michigan. It was a perfect cormorant in its power to consume pine sawlogs, and could undoubtedly have cut one-quarter of the present output of all the Saginaw and Bay City mills. It was known when erected as "the big mill," from one end of Canada to the other, and approximately retains its name to this day. But from its inception to its consumption it was a sort of abnormity, and its enormous capacity was rarely utilized.

THE DOUGLAS FIR AS A TIMBER TREE.

A correspondence has been going on in the *Scotsman* in regard to the merits of the Douglas fir as a timber tree, a perusal of which will be found interesting to many of our readers. A writer in the *Scotsman*, signing himself "British Forester" has this to say about it:

As to the Douglas fir's merits as a timber tree I can say for certain that one of the three oldest and most extensive planters of the tree in Scotland, a noted member of the Royal Scottish Arboricultural Society flatly contradicts the chairman's statement regarding its value. He told me the other day that it was the fastest growing tree in Scotland, and, consequently, as he put it, the least durable. His private nurseries are amongst the largest in the north, and the best managed, and there the Douglas fir is conspicuous by its absence—the Scots fir and larch still being the favorites. Another fact—although the supply of seed must now apparently be plentiful—in the nurseries about Edinburgh and elsewhere you still find the Scots, larch, Corsican and Austrians first propagated and sold most extensively, and the Douglas fir in small quantities, as an ornamental tree principally. How is this after "fifty years' experience"? One of the most accomplished arboriculturalists and botanists in Edinburgh—a much respected member of the Arboricultural Society—also told me, only yesterday, that the tree was quite overrated, and that the society's certificate of merit was "nonsense." Dr. Schlich, the accomplished and practical arboriculturalist, of Cooper's Hill, London, (whom the Scottish Arboricultural Society voluntarily enrolled as an honorary member at their late general meeting), wrote an exhaustive paper on the Douglas fir last spring—his data being derived from the Scone plantations principally, and other plantations in Perthshire, which he examined and measured both in single trees and in sections of the plantations—comparing the tree for profitable planting, most exactly, in every possible way, with the Scots fir and larch, and his conclusion was that the merits of the tree had been overrated, that the statements made regarding it by foresters were too vague and general to be worth anything, and that its merits for general planting were extremely doubtful; that it was inferior to the Scots fir in that respect; and, probably, of less value as a timber tree generally. In short, the Douglas tree has never been properly tested for either endurance or strength. I may add that I have been over the best Douglas fir plantations in Scotland, more than once, and only again, the other day, to correct some former observations of my own, and I am more convinced than ever that the opinions I have cited are right and the society's wrong, and I hope planters will think twice before they follow its advise.

Mr. D. F. Mackenzie, of Morton Hall, near Edinburgh, writes on the same subject: I wish to say a word about the Douglas fir, than which few nobler or more profitable trees grow within our shores. I speak from experience and not from hearsay, as your correspondent "British Forester" admits he is doing. He really does not know what the markets require, nor does he know the tree if he saw it in a marketable state. All he does seem to know of timber of that sort is his experience of it in a flower-pot in the conservatory, or at most on the lawn, and from a gardener's point of view. If he would wish to confirm the chairman's opinion as to the value of the timber of the Douglas fir, I would recommend him to apply to Sir Douglas Stewart, Murthly Castle, and Mr. Young Dunis, both of whom are now using the timber for all purposes for which larch has been used, and that for some time, and by myself many years ago. If he would come here I would show him planks of the larch and Douglas fir side by side and challenge him to tell which was which.

This correspondence is also continued in the *Scotsman* by "Scottish Forester," who says: "British Forester's" comments on the merits of Douglas fir are, I am afraid, quite as likley to mislead as those of Mr. M'Corquodale in his speech at the annual meeting of the society. If the latter is too sanguine in his expectations, the former errs in the opposite extreme and with an amount of assurance and dogmatism not warranted by his information or that of any one else. Experience of this tree, in regard to its merits for timber producing and its adaptability to the climate of Britain, is only in process of formation in this country, but Mr. M'Corquodale may claim to have quite as much experience as "British Forester," since Dr. Schlich, in his report of the "Douglas fir in Scotland," published in November last, not last spring, according to "B. F."—credits him with having the oldest pure plantations of Douglas fir in Scotland. Does "British Forester" question this concession? He appears to do so when he says the "statement of the chairman is accepted as being founded on second-hand report," &c. It is difficult to understand "British Forester" here. The allusion to the chairman's connection with a "ducal estate" where Douglas fir has been neither planted nor tested thoroughly, raises the old suspicion about his state of mind when he wrote. The Douglas fir plantation set out by Mr. Mr. M'Corquodale in 1860 belongs to the Earl of Mansfield, not to a duke. In conclusion I would ask "British Forester" to state where he finds Dr. Schlich say the merits of the tree have been overrated. His friend, 'one of the three oldest and most experienced planters of the tree in Scotland,' comes to a rather untenable conclusion when he says that because it is the fastest grower, Douglas fir is the least durable timber. Because larch exceeds the Scottish pine in rapidity of growth, will "B. F." and his friend assert that it is less durable than the latter? What do they or anybody know about the durability of the timber of this exotic tree as grown in this country? Nothing certainly to swear by, though that appears to be the position taken up by "British Forester."

[We should be glad to hear from any of the lumbermen in British Columbia, or anybody else who is posted in regard to the merits and durability of Douglas fir, as it is well known this wood abounds in that province in immense quantities.—ED.]

How to Get the Greatest Amount of Clear Lumber from a Log.

A sawyer who is not careful to take every advantage from the log, so as to get the greatest amount of clear lumber out of it, cannot be considered a first-class sawyer, no matter what his other attainments may be. Logs are never round, and most of them are decidedly flat-sided, and in placing the log on the carriage for the first cut, the sawyer must so place it that in squaring it up, the flat side will not be thrown on the corner, but will be true to the corner of the cut. Very few logs are perfectly straight, and many of them are very crooked, so the sawyer must be very careful to so place the log that the bow of the log will be exactly square to the cut, otherwise if he so place the log as to throw the bow of the log on the corner of the square cut he will not get near so much clear material from it, and in whatever degree he fails to observe and conform to these conditions, just in that degree he will fail to get the greatest amount of clear material from the log. There are but few perfectly sound logs, most of them are affected with heart crack, wind shakes or cracks from felling the trees, or rotten knot holes. After squaring the log and sawing from that side the sawyer may find a part of the defect in many of the planks; if so he should turn the log and cut from the other side, thus cutting the entire defect out in one plank and making lumber of the balance of the log. All good sawyers know this, but the most of them conclude that the time lost by so much painstaking will amount to more in the end than the loss of material from not properly placing the log on the carriage and taking advantage of the defects, but this is a great mistake, for it is safe to say that the cost of logs delivered at the mill amounts to from two-thirds to three-fourths of the whole cost of manufacturing lumber, and surely where the cost of material is so out of proportion to the cost of time and labor expended in its manufacture, it will pay to put all the time and labor into it he possibly can, so long as he can enhance its value by so doing. This is equally true of all kinds of manufacturers. No manufacturer expects to make his profits out of the raw materials as such, but he expects to make the profit out of the time and labor he puts on the material. The manufacturer who puts a pound of iron into a plow-share, only enhances its value a few cents, because he has expended but little time and labor upon it, while he may take a pound of the same iron and by expending sufficient time and labor on it, put it into hairsprings for watches and thereby enhance its value more than two thousand dollars. The sawyer or mill owner who estimates the day's work by the number of logs he has slashed up, nine times out of ten, fails to realize a legitimate profit out of the amount of raw material consumed, and I know of very many mills where the day's run is estimated in this way. To all such, my advice is, stop just where you are, and begin at the other end, count up the amount of clear merchantable lumber made in the day's run, and you are apt to find right away, that there is something wrong, it does not tally with the scale column of logs used up in a satisfactory manner, and a little further investigation shows that just here is that leakage which he has long been satisfied existed somewhere, but could never find before, and very often he finds that his leakage alone is sufficient to eat up all of the profits of the business. After all there is no time lost by the careful painstaking sawyer, for carefulness soon becomes a habit with him and extends to every part around the mill, the machinery is handled with care, and if anything gets wrong he sees it at once, stops and applies the remedy before any damage is done, and if you would count up his work, one day with another, you will find that he has done more and better work than the slasher, made more first-class lumber out of the same amount of logs, cut up as many logs, with less than half the wear and breakage in machinery.

Black Walnut.

This very superior wood has nearly disappeared from the Western forests; but so earnest is the inquiry for it that its cultivation is becoming a matter of great desirability. To that end Daniel B. Emerson, of Beloit, Wis., has given his experience in its culture as follows: He prefers shallow planting, seven feet apart each way if planted in a field, or sixteen feet apart if planted around fences, as wire fences can be attached to the trunks without injury. Under favorable circumstaces, the trees begin to bear in about seven years. One bushel contains from four hundred to six hundred nuts, or fifteen pounds of kernels, which will yield seven and one half pounds of oil. He has trees fifteen years old which are thirty feet high and a foot through at the base. They yield ten bushels of nuts each annually, worth $4 The leaves and the husks, when boiled, furnish liquid which will kill worms and insects on lawns, without injuring the grass.

Agatized Wood.

In the wilds of Arizona is a place called Chalcedony Park, which may be considered one of the greatest wonders of the world. Here, thousands of years ago, were giant trees of pine, cedar and red wood. How long ago the trees fell and were covered with lava from volcanoes now extinct and moisture from the earth, which had the effect of making them hard as steel, yet clear and of the most exquisite colorings, it would be impossible to tell, yet it is supposed to be 10,000 years.

The action of the elements is all accounted for by scientific men, but those who understand little about silicification can but wonder and admire when seeing the beautiful blocks, which can be used as table tops in the place of marble and onyx, clock cases, mantels and paperweights, knowing they were once parts of the living, growing green trees.

Almost every color can be found in this chalcedony; sometimes they are spotted distinctly, again having a mottled appearance. But on ever piece the layers of the trees can be seen and at the edge the peculiar ragged look of the bark. It is supposed that the sap flowing through the tree from the top gives the color.

The wood is more than beautiful with the naked eye, but a microscope shows the wonderful cells of the bark, and also gives the amethyst and green tints and added beauty. It is said to be more durable than granite, and the strongest acids have no effect whatever on the high polish of the surface, and can only be cut by diamonds.

HOME AND FOREIGN TRADE REVIEW.

Office of CANADA LUMBERMAN,
Sept. 30th, 1889.

During the month, trade in Ontario has shown marked signs of improvement, and there is more of a hopeful feeling among dealers. Prices at Toronto remain unchanged, and the demand continues steady. The usual freight blocade on the G. T. R. continues, and there is no predicting when the railway officials will bring relief to the lumbermen.

Trade in the Ottawa district for the past two weeks has shown a slight improvement, with no material advance in prices, and what little advance there has been is more than neutralized by advanced freights. There seems to be a feeling prevailing that both lumber and grain freights will be higher than what they were last year. The shipping of lumber to the English market is not quite so brisk as it has been, and the forwarders are talking about laying up their barges for the season.

The season's cut has been quite large so far, and the outlook has the appearance of being the largest that has yet been turned out of the Chaudiere. Although the shipping has been lively, the cut will probably be so large that there is no doubt but the goods will be stocked much larger than last winter. The prospects for the coming winter are good, and the square timber cut will, in all probability, greatly exceed that of last year, as the demand has been brisk. The demand for cut lumber has also been good, especially for Norway pine.

Since our last report there has been a slightly increased demand for shingles, but prices are unchanged. Laths show a slight advance, with a fair demand. No change in basswood. Ash is firm and in demand, but there is no material change in prices.

The market at Montreal has been on the quiet order all through the month, the bulk of the business done being of a small jobbing character, large buyers not being disposed to enter the market. The prospects are anything but flattering, contractors having but slight anticipations for this fall. Prices are nominally unchanged. It is understood that the bulk of last winter's cut of pine is still in mill men's hands, while the demand is least for the best qualities of lumber. The square timber demand has somewhat improved, and hardwoods are showing increased sales. At Quebec, square and Waney pine timber have been selling at better rates than ever known before. Pine and Spruce deals are bringing good prices, and remain firm. No appearance of shrinkage in value, and market in a healthy state. Freights have been good all season, and continue good.

The amount of spruce deals cut in this portion of the province have been considerably larger than during the year 1888, and have all been placed at good rates, and there is no tendency to a shrinkage of values.

Good deal sidings have been sold chiefly to the United States, and have realized good prices. At present they are worth from $11 to $12 per M. feet, b. m., at the mills, and good culls $6 to $6.50 per M.

Within the past few days the market has been quieter, and there is no great inclination to buy at present prices. A raft of 200,000 is reported to be sold at 41c. all round. The square averages 54 feet, and the 80,000 feet of waney about 20½ inch. In hardwoods there is not much doing.

COMPARATIVE STATEMENT of Timber, Masts, Bowsprits, Spars, Staves, &c., measured and culled to date :—

	1887.	1888.	1889.
Waney White Pine	1,917,908	1,612,958	3,223,252
White Pine	1,164,728	1.386,644	3,809,058
Red Pine	590,864	525,417	628,350
Oak	716,720	915,060	1,155,989
Elm	219,782	169,604	744,092
Ash	93,827	127,803	240,194
Basswood	535	770	2,635
Butternut	1,079	419	1,545
Tamarac	5,507	3,186	7,515
Birch and Maple	116,694	168,070	365,980
Masts and Bowsprits	.....	.....	.....
Spars	.....	5—pcs	33—pcs
Std. Staves	43.1.0.23	19 0.3. 10	60.0.1.12
W. I. Staves	118.4.1.10	319.2.1.26	116.0.2.29
Brl. Staves	15.0.3.26	13.3.3.25	1.3.2.22

JAMES PATTON,
Supervisor of Cullers.

Quebec, 25th Sept., 1889.

Recent transactions of ocean freights are reported as follows :—

Quebec to Greenock or Liverpool—Timber, 26s. ; Deals, 65s.

Quebec to Liverpool or Glasgow—Timber, 26s. 6d. ; Deals, 65s.

Quebec to London—Timber, 28s. ; Deals, 70s.

Quebec to Bristol Channel—Timber, 26s.

FOREIGN.

The general trade at London has to a great extent been paralized in consequence of the dock strikes, and although the timber trade has been restricted, it has not suffered to any great extent. Supplies of American black walnut continued to come forward freely, but there was little improvement, if any, in the quality of the wood. The stock of satin walnut is said to be large. American white wood was in demand, and good stock scarce. There was a good inquiry for oak, and a fair trade doing ; prices firm, with a tendency to advance.

At Liverpool trade has been fair and satisfactory, the demand having a fair proportion to the supply.

Messrs. Simpson and Mason's wood circular reports British North American goods as follows :—

PINE DEALS, &C.—Quiet market. Although the stocks are small, there is no life in this branch of the trade, and prices do not tally with import cost ; 62,000 pieces realized indifferent rates at auction. Quebec freights, however, are still firmer.

SPRUCE.—The price of this article has fallen, owing to the close competition with Baltic white, particularly Riga ; 69,000 pieces sold by auction during the month, 14 feet 3x9 inch 2nd Quebec, realising £8 10s. to £8 15s. P. S.

TIMBER.—Birch in good demand. Prime oak commands a high price, but only in small lots. Elm fairly enquired for, if prime and fresh. Yellow pine of first class quality, of which there is only a very small stock, sells freely at satisfactory rates. Fair dock stock of most sorts of timber.

Messrs. Denny, Mott and Dixon, under date of September 3rd report :—

CANADIAN TIMBER,—Free-on-board prices both for square and waney pine preclude any hope of reductions in the c.i.f. values all this year. Rafts have lately been sold in Quebec at the highest prices obtained for many years past. The first-hand manufacturers of this class of timber are now so few, and they have actually on hand such large orders to execute, that prices must hold for the remainder of the year. Oak and elm prices are also very high, and for first-class shipments are almost certain to be maintained. It is not now expected that there will be any drop in freights for the remainder of the season.

PITCH PINE TIMBER.—Demand is slow ; and, although a few special orders have made a show of briskness, trade is by no means satisfactory, the prices realized being very little more than import cost. There is still some inquiry for 12 to 13 inch logs, but small wood and short bulky logs are comparatively neglected. Stocks are abundant, and generally the market is weak.

FIR TIMBER.—Except for the better qualities, a decided fall in values has to be recorded. Supplies have come forward freely, and stocks are in excess of present very moderate requirements.

The Board of Trade returns for August show that the month's import of wood goods are still on the increase, and again points to an ever increasing volume of business in the timber trade. The month shows an increase of 39,471 loads of hewn at an increased value of £252,404. Russia, Sweden and the United States show the largest increase, whilst Germany and Canada exhibit a falling off during the month. In the supply of sawn wood the increase for the month is 205,138 loads at a value of £620,598 ; British North America showing the largest increase, exceeding by 84,168 loads its imports of August, 1888.

For the eight months the total increase in hewn timber compared with last year is 279,377 loads, value £1,056,300 ; all countries, with the exception of Canada, contributing greatly in excess of their last year's shipments. During the same period there has been an increase of sawn wood from every wood-shipping centre, of which Sweden and Norway show the largest excess, the next being Russia. The total increase over last year's supply to the date mentioned amounts to 805,838 loads of sawn, and the increase of value £2,727,102. The importation of sawn goods in August was greater than any month this year except July, when a total of 921,069 loads was reported.

OUR TIMBER EXPORTS TO BRITAIN.

The following cargoes of Canadian wood have been reported at various United Kingkom ports since our last issue :

ABERRYSTWITH.—Hope, New Richmond, 8,772 deals and battens.

ALLOA.—Hildur, Shediac, 9,772 deals.

AYR.—Jane, Quebec, 8 pcs. hewn oak, 13 pcs. N.O.E., 617 pcs. hewn fir, 3,214 deals.

BARROW.—Sarah, Pugwash, 18,033 deals and battens, 2,898 deals, battens and ends. City of Ottawa, Quebec, 91 logs hewn elm, 827 logs hewn yellow pine, 1,767 fir deals.

BEAUMARIS.—Alroy, Halifax, 7,779 spruce deals, 1,494 birch deals. Frank, Richibucto, 11,244 spruce deals.

BRISTOL.—Texas, Montreal, 978 deals. Dominion, Montreal, 1,821 deals, 250 pcs. splints.

BELFAST.—Kong Carl, Miramichi, 14,433 deals. City of Adelaide, Miramichi, 26,236 deals, 9,600 palings. Iris, Miramichi, 23,749 pcs. sawn fir.

CARDIFF.—Argo, Ship Harbor, 16,702 pcs. sawn fir. Zio Battista, Newcastle, 23,644 deals. Rothesay, New Mills, N. B. 25,000 deals. Marie, Shediac, 18,889 pcs sawn fir. N. S. del Boschetto, Miramichi, 19,583 fir deals. Superior, Quebec, 210 pcs. hewn oak, 50 pcs hewn elm, 5 pcs. walnut, 1,270 pcs. hewn fir, 2,314 fir deals.

CHESTER.—Como, Richibucto, 8,341 spruce deals, 1,484 spruce boards, 1,036 spruce deal ends.

CORK.—Skibladnes, St. Thomas, 13,652 deals and ends. Venus, Miramichi, 8,244 deals, battens and ends. Ashlow, St. John, 19,558 pcs. sawn fir. Kalos, Quebec, 33,422 deals, battens and ends. Arcturus, St. John, 20,573 deals and ends. Maritana, Quebec, 28,703 pcs. sawn fir, 5,540 ends, 600 pine deals, 125 pcs. sawn pine. Credo, Nova Scotia, 10,528 deals and ends. New Brunswick, Dalhousie, 17,676 deals and ends. Maritana, Quebec, 33 pcs. hewn oak, 41 pcs. hewn noe., 215 pcs. sawn fir, 1,595 deals.

DUBLIN.—City of Lincoln, St. John, 66,439 deals, 218 pcs. birch timber. Otto and Antonie, Quebec 892 yellow pine deals, 1,504 yellow pine boards, 8,942 red pine deals, 24,515 spruce deals, 2,022 spruce deal ends, 3,000 pipe staves, 72 pcs. birch timber. Marie, Bay Verte, 16,697 deals and scantlings. Comorin, Quebec, 99,091 deals and ends. Rosshire, Miramichi, 59,396 deals. Echo, St. John, 13,433 deals, ends and battens.

DUNDEE.—Askur, Quebec, 30 pcs. hewn elm, 100 lds. hewn birch, 312 pcs. hewn pine, 3,661 spruce deals. Shakespeare, Quebec, 22 pcs. hewn oak, 97 pcs. hewn elm, 6 pcs. hickory, 15 pcs. hewn ash, 127 pcs. hewn birch, 396 pcs. hewn pine, 5,738 pine deals.

DUNDALK.—Belle Star, St. John, 10,178 deals, battens and ends.

FLEETWOOD.—Pedro, Miramichi, 30,352 deals, battens and boards. Frey, Shediac, 21,722 deals, boards and ends. Propitious, Quebec, 217 logs hewn fir, 49,760 deals. Alexandria, Bay Verte, 16,184 deals. Kalliope, West Bay, 32,645 deals. Jeus Nielsen, Halifax, 10,721 deals. Henry IV, Quebec, 775 logs hewn fir, 350 logs noe., 18,406 fir deals. Canuroivi, Musquash, 31,987 deals. Washington City, St. John, 58,347 deals, 8,087 boards

GALWAY.—Echo, St. John, 13,433 deals, ends and battens.

GLOUCESTER.—Vigo, Shediac, 18,738 deals. Alianza, Sherbrooke, 8,098 deals. Christine, Campbelltown, 8,974 deals and ends. Tabor, Shediac, 12,998 battens and ends. Lemuria, Montreal, 47,221 deals. Napoleon, Miramichi, 24,502 deals. Scotsman, Montreal, 53 pcs. hewn fir, 224 pcs. oak, 462 pcs. birch, 30,827 deals, 7,226 staves, 4 lds. elm, 42 pcs. ash, 56 pcs. walnut. West Cumberland, Montreal, 39,600 deals. Aldine, St. John's, 13,662 deals.

GLASGOW.—Siberian, Quebec and Montreal, 7,907 deals. Concordia, Montreal, 5,486 battens, 6,980 deals, 31 pcs. timber, 2,428 pcs. oak lumber. Brunel, St. John, 15,404 birch planks, 43,668 deals and ends. Fort William, Montreal, 39,841 deals and ends. Martha Reid, Portland, 172 spruce deals, 46,637 bdls. spoolwood. Nestorian, Halifax and Philadelphia, 1,680 hhd. staves, 4,366 pcs. walnut, 360 pcs. poplar. Warwick, Montreal, 3,709 battens, 2,026 deals, 1 car lumber. Gylden Love, Sheet Harbor, 7,813 deals, 748 ends. Alcides, Montreal, 752 pcs. oak lumber, 93 pcs. timber. Colina, Montreal, 2,730 battens, 11,448 blocks, 148 pcs. oak lumber. Sarmatian, Quebec and Montreal, 11,891 deals. Circe, Montreal, 4,365 battens, 2,370 deals, 124 pcs. oak lumber. Norwegian, Montreal, 2,625 sawn fir deals. Alther, Bathurst, 16,105 deals. Parejero, Montreal, 7,425 deals and deal ends, 92 pcs. timber. Corean, Quebec and Montreal, 8,666 deals. Tropic, Three Rivers, 33,913 pine deals, 1,769 pine ends, 1,044 pine planks, 4,504 spruce deals, 95 spruce deal ends, 50 pine deal ends. Aquila, Bathurst, 14,510 deals, scantlings and ends.

GREENOCK.—King Cenrie, Quebec, 296 pcs. oak, 78 pcs. elm, 157 pcs. red pine, 9 pcs. whitewood, 269 pcs. waney pine, 684 pcs. square white pine, 4,157 pine deals, 3,548 square deals. Tiber, Portland, 71,290 bdls. spoolwood. Sabina, Quebec, 50 pcs. elm, 118 pcs. ash, 47 pcs. maple, 146 pcs. oak, 1,608 pcs. pine deal ends, 4,653 spruce deals, 3,000 pcs. pipe staves, 128 pcs. oak, 974 pcs. s. w. pine. Madura, Quebec, 92 pcs. ash, 310 pcs. s. w. pine, 164 pcs. waney pine, 1,761 pcs. bright pine deals, 21 bright pine ends, 1,141 pcs. spruce deals, 1,740 pcs. spruce ends, 135 pcs. rock elm, 199 pcs. oak, 182 pcs. s. w. pine, 7 pcs. waney white pine. Everest, Quebec, 164 pcs. square white pine timber, 5,701 pine deals, 3,822 pine deal ends, 972 pipe staves, 3,600 wowi. staves, 288 pcs. oak, 121 pcs. elm, 150 pcs. ash, 129 pcs. maple, 11 pcs. birch, 155 pcs. black walnut, 697 pcs. red pine, 265 pcs. white pine, 28 pcs. butternut, 25 pcs. cherry, 25 pcs. basswood, 1 pc. balm of Gilead. Elsbeth, Quebec, 179 pcs. oak timber, 301 pcs. white pine, 100 pcs. elm, 149 pcs. waney timber, 20 pcs. waney pine, 3,052 pine deals, 6,147 pipe staves.

HARTLEPOOL WEST.—Columbia, Quebec, 40 lds. oak, 60 lds. elm, 25 lds. ash, 463 pcs. birch, 503 pcs. hewn fir, 6,926 deals and ends. Hero, Quebec, 107 pcs. oak, 42 pcs. elm, 195 pcs. birch, 416 pcs. hewn fir, 2,901 deals and ends. Thekla, Quebec, 169 pcs. oak, 281 pcs. elm, 51 pcs. ash, 28 pcs. hewn fir, 28 pcs. birch, 1,098 pcs. hewn fir, 7,546 deals. Valborg, Quebec, 35 pcs. oak, 40 pcs. ash, 329 pcs. birch, 327 pcs. hewn fir, 13,184 deals and ends.

LANCASTER.—Nymph, Campbelltown, 11,890 deals. Commander Solling, Richibucto, 10,416 deals and ends. Iris, Richibucto, 14,610 deals.

LLANELLY.—Ansgar, New Richmond, 1,869 pcs. sawn timber unrated, 14,495 pcs. sawn fir. St. Louis, Halifax, 9,014 pcs. sawn timber. May Queen, Richibucto, 6,582 pcs. birch, 6,144 pcs. sawn fir. Scotsman, Dalhousie, 47 pcs. fir hewn, 6,573 deals.

LIMERICK.—Dovre, Halifax, 11,308 deals. Eugenie, Quebec, 19,905 deals.

LEITH.—Wandrahm, Montreal, 30 maple logs, 3,519 deals and ends. Martin Luther, Quebec, 28 pcs. hewn oak, 31 pcs. elm, 19 pcs. maple, 191 pcs. birch, 44 pcs. pine, 469 pcs. waney pine, 3,719 pcs. sawn pine, 5,000 yellow deals, 1,032 spruce deals. Anna, Quebec, 336 pcs. hewn fir, 22 pcs. oak, 56 pcs. elm, 99 pcs. birch, 12 pcs. ash, 6,175 deals and ends. Gallina, Montreal, 14,272 pine deals.

LONDONDERRY.—Hiawatha, Miramichi, 1,286 pcs. sawn fir, 38 pcs. hewn fir, 6 pcs. hewn birch.

LONDON.—Edmondsley, Montreal, 500 stds. deals Isleworth, Quebec, 500 stds. timber, 406 stds. deals, 68 stds. longitudinals, 5 mille staves. Grecian, Montreal, 11,126 pine deals. Condoren, Quebec, 32,373 deals, 5,352 deal

ends 2,512 staves. Elsie, Quebec, 41,132 spruce deals, 17,903 ends, 6,043 staves. Damara. St. John, 6,753 deals and battens; from Halifax, 1,186 pcs. splints, 7,188 deals. Assyrian, Quebec, 600 cs. splints, 14,761 deals. Drumburlie, Quebec, 1,186 pcs. birch, 4,105 pcs. pine, 49,945 pcs. spruce, 333 pcs. ash, 9,108 ends, 6,000 staves, 149 pcs. walnut, 17 pcs. hickory. Henriette, Quebec, 22,385 spruce deals, 2,625 spruce deal ends. Trojan, Quebec, 2,200 ends, 36,571 spruce deals, 2,129 pine and 551 birch ends. Tropic, Three Rivers, 31,354 deals, 1,923 ends, 1,044 planks, 4,505 spruce deals, 2,559 pcs. red pine. Harald Haarfagar, Quebec, 100 pcs. oak, 394 pcs. elm and 290 pcs. pine timber, 5,983 pcs. deals and ends, 6,632 deals, 3,025 staves. Bonnington, Montreal, 6,340 pine ends, 64,205 deals, 983 ends. Merchant Prince, Montreal, 32,441 deals, 9,485 deal ends. Magnum, Quebec. 981 ends, 40,415 deals, 5,529 staves. Mandalay, Montreal, 8,666 ends, 34,808 deals. Fremona, Montreal, 223 pcs. ash, 5,200 deals. Craigallion, Quebec, 36,580 deals, 2,674 deal ends, Palmas, Three Rivers, 73,065 deals and ends. Empress, Montreal. 2,218 deals, 822 pcs. longitudinals: from Quebec, 46,702 deals. Gordon Castle, Montreal, 31,165 deals, 6,080 deal ends.

LIVERPOOL.—Elektra, West Bay, 19,825 deals, battens, scantlings, &c. Nordstjernen, Bay Verte, 17,048 deals and battens, 55 scantlings, 866 deal ends. Amerika, Dalhousie, 12,644 deals, battens, scantlings, &c. Claudine, West Bay, 13,413 deals and battens, 1,486 scantlings, 1,792 deal ends, 3,653 boards. Marie, Campbellton, 18,625 pine deals, 1,701 pine deal ends. Clara, Northport, 14,521 deals and battens, 788 scantlings, 846 deal ends. Lake Ontario, Montreal, 161 logs timber, 17,247 deal ends, 16,074 boards, 17,065 pcs. lumber. Fred, Bay Verte, 15,587 deals and battens, 1,252 ends. Edmonton, Quebec, 211 pcs. elm, 16 pcs. br., 577 pcs. white, 56 pcs. r., 190 pcs. pine, 5,540 deals and 297 pcs. waney pine, 4 pcs. hickory. Euskaro, St. John, 889 stds. deals. Melmery, Quebec, 105 pcs. oak, 56 pcs. elm, 318 pcs. birch, 72 pcs. ash, 144 pcs. white and 704 pcs. waney pine, 6,524 deals, 1,888 ends. Asbrooke, Miramichi, 26,203 deals, 7,937 ends, 9,566 boards, 4,248 scantlings. Buenaventura, St. John, 535¼ stds. deals, 23½ stds. ends. Aeronaut, St. John, 12,388 spruce deals, &c., 494 pcs. birch timber. Gladstone, Quebec, 981 spruce deals, 194 pcs. oak, 619 pcs. w. and 181 pcs. waney w. pine, 1,248 pine deals, 684 ends, 50 pcs. rock elm. Ellida, Dalhousie, 13,926 birch, pine and spruce deals, &c. Eva, Buctouche, 12,508 deals and battens, 1,103 scantlings, 708 deal ends. Hercules, Dalhousie, 2,781 pcs. birch, 1,440 pcs. pine and 27,217 spruce deals, 629 birch deals, 7,417 spruce deal ends, 133 pcs. pine and 4,631 spruce scantlings. Scholar, St. John, 33,893 deals, 1,230 scantlings, 5,003 deal ends, 2,071 boards. Federico, St. John, 618 stds. deals. 30 stds. ends. Jorgen Lorenzten, Quebec, 47 pcs. oak, 138 pcs. birch, 67 pcs. elm, 16,113 deals, 552 pcs. waney pine, 732 deal ends. Edith, Quebec, 3,542 spruce deals, 2,329 spruce ends, 285 pcs. waney, 175 pcs. square, 121 pcs. white and 99 pcs. board pine, 170 pcs. ash, 337 pcs. birch, 59 pcs. spruce, 13 pcs. oak. Sardinian, Montreal, 93 elm logs, 1,103 deals; from Quebec, 57 cs. spools, 516 bdls. spoolwood. Lake Nepigon, Montreal, 281 bdls. pickets, 6,394 boards, 6.666 2-in. deals. Nordcap, Pictou, 996 pcs. birch timber, 425 deals, 1,180 deal ends, 6,408 spruce deals. Albion, Pugwash, 22,908, deals and battens, 1,037 deal ends. Zeus, Pugwash, 16,176 deals and battens, 1,304 deals and ends. Capenhurst, Miramichi, 21,426 fir deals and ends, 7,000 fir palings. Harmonie, Northport, 20,957 deals and battens, 740 pcs. scantlings, 1,716 deal ends. Helene, Campbellton, 1,009 birch planks, ends, &c., 15,736 deal ends, 1,118 pine deals. Daventry, Miramichi. 98,980 deals, boards and scantlings. Mondego, Quebec, 13,946 pine and 1,708 r. p. deals, 4,378 p. deal ends, 23,210 spruce deals, 1,312 spruce deal ends, 104 pcs. waney pine. Elginshire, Miramichi, 72,627 deals, scantlings, boards and ends. Puertoriqueno, Quebec, 146 pcs. hickory, 610 pcs. w. p. timber, 6,379 spruce deals, 3,923 birch deals, 961 pcs. spruce, 600 pcs. pine, 1,531 birch deal ends, 1,031 w. p. scantlings, 60 fancy boards, 43 pcs. square w. pine, 70 pcs. ash, 924 pcs. birch. Bentala, Quebec, 69,510 spruce deals (34 in dispute), 23,056 deals (38 in dispute), 3,028 deal ends, 3,146 pcs. pine, 4,694 pine boards, 1,852 spruce deal ends. Orbo, Miramichi, 38,496 deals, 7,646 ends, 11,576 boards, 2,482 scantlings. Charrington, Quebec, 47,714 spruce deals, 11,497 spruce planks, 3,607 spruce deal ends. Gleniffer, Montreal, 39,960 deals and deal ends, 10,773 boards. Castellano, St. Johns, N. F., 58,106 deal ends. Silistria, Quebec, 40 pcs. oak, 54 pcs. red pine, 2,035 spruce deals, 50 pcs. elm, 391 pcs. waney white pine, 1,012 pine deals, 710 pine deal ends. Merchant, St. John, 29,827 deals and battens, 3,555 deal ends, 586 scantlings. Fama, Port Medway, 10,132 deals and battens, 1,350 deal ends, 235 boards and scantlings. Emiliano, Quebec, 21 pcs. oak, 196 pcs. ash, 627 pcs. birch, 42,158 deals, 111 pcs. hickory. Vancouver, Montreal, 16,795 deals. Harmonie, Bay Verte, 15,990 deals and battens, 1,041 ends, 1,724 scantlings. Glen Grant, Quebec, 619 pcs. square w. pine, 36 pcs. oak, 472 pcs. birch, 50 pcs. elm. 95 pcs. waney board pine, 2,087 pcs. spruce, 1,316 pine deals, 1,091 ends. Persian Prince, Quebec, 900 stds. deals and boards. Condor. Tatamagouche, 1,109 pcs. birch, 162 birch planks, 7,540 spruce deals, 69 ends, 748 pcs. birch. 3,070 hardwood deals. Valona, Richibucto, 28,183 fir deals, and ends. Sagona, Richibucto, 1,732 pcs. birch, and 27,472 fir deals and ends. Axel, Bay Verte, 21,040 deals. 1,106 deal ends. Roska, Miramichi, 18,051 deals, battens and ends. Wilmslow, St. John, 41,976 deals and battens, 1,750 scantlings, 3,756 deal ends. Nicto, St. John, 48,941 deals and battens, 8,543 scantlings, 10,722 deal ends, 5,506 boards. Monarch, Miramichi, 690 pcs. birch and 14,082 spruce deals, 183 birch deal ends, 1,919 battens, 2,029 ends, 1,348 scantlings, 3,256 spruce boards. Ceylon, Bay Verte, 18,401 deals and battens, 1,485 scantlings 1,242 deal ends. Stamboul, Quebec, 622 pcs. birch 28 pcs. oak, 73 pcs. elm, 194 pcs. square white pine, 5,334 spruce deals, 52 pcs. maple, 132 pcs. ash, 8 pcs. chestnut, 1 pc. butternut, 349 pcs. waney pine, 1,700 pine deal ends. Navarch, Quebec, 392 pcs. white ash, 196 pcs. elm, 15 pcs. birch, 342 pcs. w. w. 3 pcs. maple, 2 pcs. oak, 1 pc. cherry, 4,496 pine deals, 1,462 pine deal ends, 228 pcs. square white pine. Sarnia, Montreal, 5,667 boards, 10,282 deals, 5,229 deals; from Quebec, 64 cs. spools. Red Sea, St. John, 41,043 deals and battens, 5,495 scantlings, 3 pcs. pine, 20,033 deal ends, 6,178 boards, 1,051 pcs. birch. Olga, Shediac, 9,876 deals and battens, 122 pcs. scantlings, 1,134 deal ends, 2,376 boards. Oxenholme, Montreal, 17,388 pine deals, 1,336 pine ends. Freia, Shediac, 16,134 deals, 4,427 scantlings, 2325 deal ends. Lake Superior, Montreal, 144 broom handles, 8,060 deals, 10,016 boards, 6,865 strips, 5 logs timber. Paramatta, St. John, 14,602 spruce deals, 117 spruce scantlings, 2,147 spruce deal ends, 1,064 pcs. birch timber, 1,064 deal ends. Nystad, Dalhousie, 1,306 birch planks, 11,210 pcs. sawn lumber. Oregon, Montreal, 742 boards, 16,766 deals and ends, 5,201 deals. Circassian, Montreal, 2,260 pine deals, 4,176 deals from Quebec, 474 cs. spools. Panama, Chatham, 26,422 deals, &c., 987,267 pcs. lath. Lake Manitoba, Montreal, 1,256 deals, 5,692 boards. Parisian, Montreal, 1,500 deals; from Quebec, 29 cs. spools. Toronto, Montreal, 1,500 deals, 6,538 deals and ends, 15,481 boards. Norden, Chatham, 14,767 boards, 18,012 ends, 6443 deals. Florida, Parrsboro, 1,062 deals, 1298 scantlings, 1624 deal ends. Ingeborg, Bathurst, 10,338 deals and battens, 794 scantlings, 3622 boards, 1826 ends. Alpha, Pugwash, 15,300 deals and battens, 2001 deal ends. Kong Oscar, Bay Verte, 13,477 deals, 750 scantlings, 554 deal ends. Vancouver, Quebec, 885 pcs. waney white pine, 164 pcs. birch, 3135 spruce deals, 125 pcs. oak, 71 pcs. ash, 2072 pine deals, 706 pine and 1291 spruce deal ends. Thornhill, Quebec, 59 pcs. waney and 132 pcs square white pine, 56 pcs elm, 191 pcs. white and 261 pcs. waney pine, 1,713 pine deal ends, 7666 pine deals.

MARYPORT.—Onso, Bay Verte, 709 lds. timber.

MONTROSE.—Magdalene, Quebec, 400 pcs. hewn fir, 16, pcs. elm, 5 pcs. ash, 70 pcs. birch. 22 pcs. oak, 6167 fir deals.

NEWPORT.—Dea, Pugwash, 20,360 deals, battens and ends. Belle Vue, Quebec, 152 oak logs, 40 elm logs, 95 birch logs, 57 pcs. hewn red pine, 54 pcs. hewn white pine, 8884 deals and deal ends. Sirio, Miramichi, 22,170 deals, boards, scantlings and ends. Sea Queen, Pugwash, 29,104 deals, deal ends, battens and batten ends.

NEWRY.—Alscar, Quebec, 24,909 deals and ends, 20,516 pcs. sawn fir.

PLYMOUTH.—Bothnia, Quebec, 646 pcs. sawn fir.

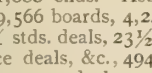
SWANSEA—Young Eagle, Oak Bay, 9,716 pcs. sawn birch, 7,443 pcs. sawn fir. Ensign, Oak Bay, 5728 pcs. sawn birch, 6645 pcs. sawn fir. Marim, Halifax, 13,444 spruce deals and scantlings, 1252 deal ends, 3,013 pcs. sawn birch.

SUNDERLAND.—Austerlitz, Quebec, 98 pcs. hewn ash, 191 pcs. hewn elm, 104 pcs. hewn birch, 446 pcs. hewn oak, 66 pcs. hewn fir, 4830 pcs. fir deals. Freia, Quebec, 144 pcs. hewn oak, 111 pcs. hewn elm, 718 pcs. hewn fir, 2268 pcs. fir deals. Anna, Quebec, 70 pcs. hewn elm, 29 pcs. hewn birch, 76 pcs. pine, 1035 pcs. yellow pine, 2,990 deals and deal ends.

SLIGO.—Marget, Sault-au-Cohon, 12,894 fir deals.

TYNE. Octavia, Quebec, 1,429 pcs. timber, 3032 sawn deals. Osman, Quebec, 255 lds. deals, 592 lds. white pine.

TROON.—Lyna, Quebec, 32 pcs. hewn oak, 81 pcs. hewn pine, 585 pcs. hewn fir, 2056 fir deals, 1189 deal ends. Canterbury, Dalhousie, 9625 deals and ends.



TENDERS WANTED.

Department of Crown Lands,
TORONTO, Sept. 26th, 1889.

Tenders will be received up to and including the 21st day of October next for the right to cut the timber on "Sandy Island," in Lake Nipissing, tenders to state the amount the party making tender is willing to pay as bonus for the right to cut the timber; the timber to be subject to Crown dues of $1 per thousand feet, board measure, and to be cut under existing regulations or such regulations as may be established with respect to the cutting of timber on lands of the Crown.

The Department does not bind itself to accept the highest or any tender.

ARTHUR S. HARDY,
Commissioner.

For further particulars and general information respecting the above, parties may apply to this department or to Mr. J. D. Cockburn, Crown Land Agent, Sturgeon Falls.

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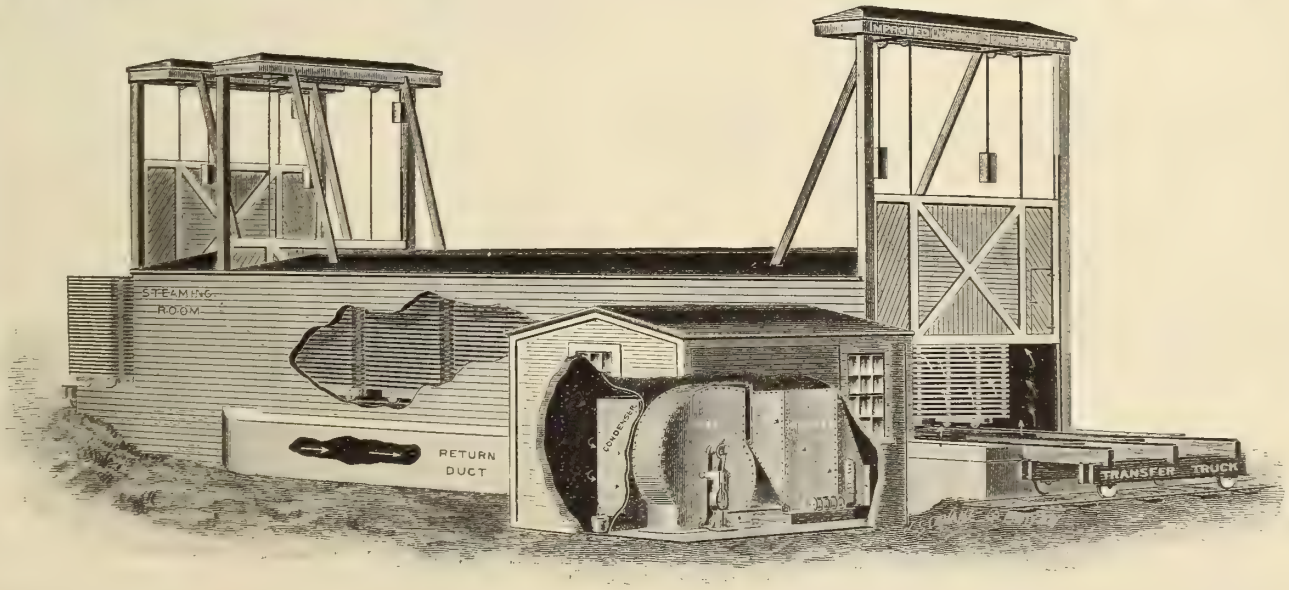

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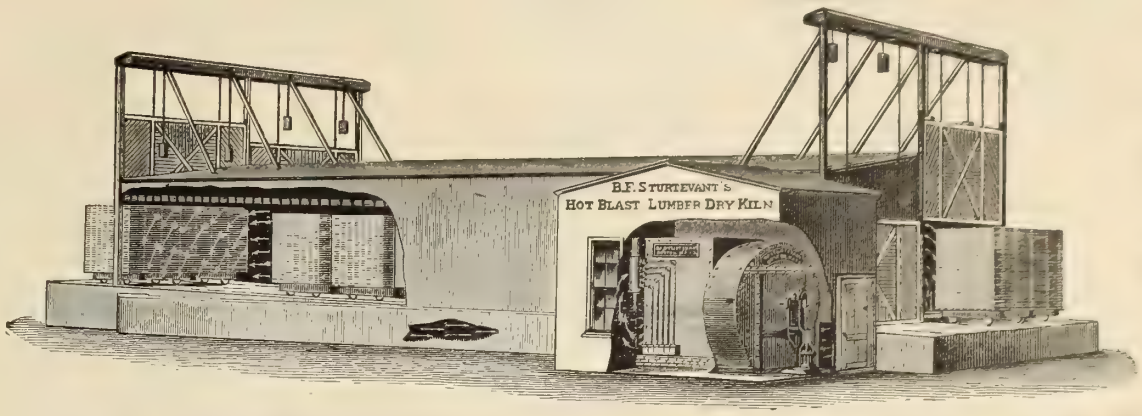

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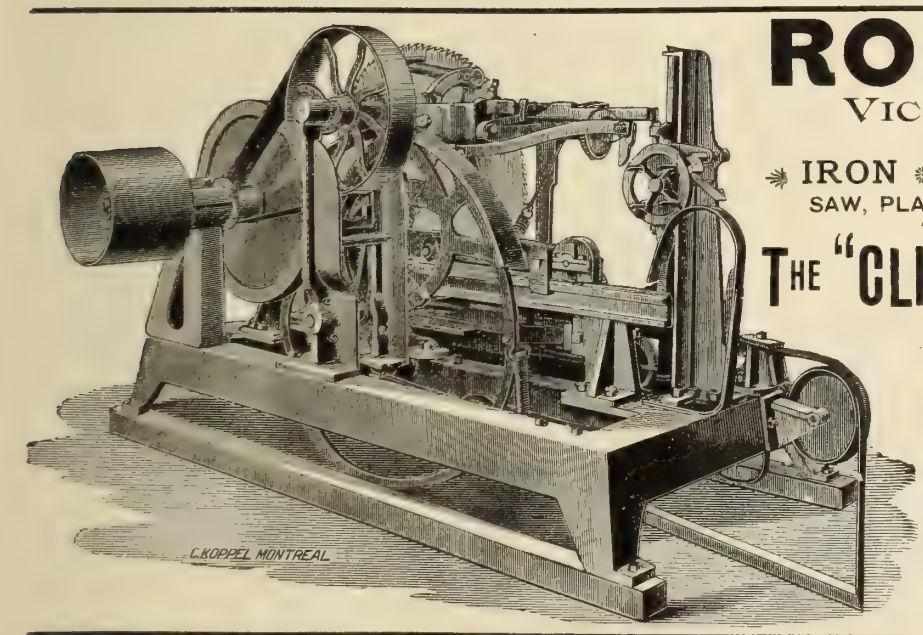

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To Whom it may Concern:—This is to certify that I consider Mr, Brammer's make of shingle Machines has no superior. I have used the first one he made of the kind called the "Clipper" and several more since. The firm of Heath, Tait & Turnbull, of Huntsville, recently sawed in one day of eleven hours, one hundred and three and a half thousand with two of the machines, and the average during the season has been over seventy-two thousand per day. A. TAIT.

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To Whom it may Concern:—I purchased of R. Brammer his latest improved patent Clipper Shingle Machine, and have great pleasure in bearing testimony to its vast capacity and durability, and I have no hesitation in stating that it is the best machine I have ever worked, or have ever seen. THOS. B TAIT, Gravenhurst.

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The 70 horse power can be taken over the roughest roads, or into the forest, and set up as easily and quickly as an ordinary 20 horse power portable engine, and as firm as a brick-set stationary engine. Engines and boilers of every size and description. Rotary Saw Mills, Shingle and Lath machines, Law Grinders, Planers, etc. Mill machinery and supplies of every description. Every boiler insured against explosion by the Boiler Insurance & Inspection Co. of Canada. Write for circulars.

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Wholesale Grocers & Importers

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TEAS, TOBACCOS, SUGARS, SYRUPS, RICE, Etc.

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E. B. WHITCOMB, G. P. A., DETROIT, MICH.,
Detroit and Cleveland Steam Nav. Co.

TRADE REVIEW.

Toronto, Ont.

TORONTO, Sept. 30th, 1889.

CAR OR CARGO LOTS.

1¼ and thicker clear picks, American inspection	$33 00@35 00
1¼ and thicker, three uppers, American inspection	40 00
1¼ and thicker, pickings, American inspection	30 00
1X10 & 12 dressing and better	20 00 22 00
1X10 & 12 mill run	15 00 16 00
1X10 & 12 dressing	16 00 18 00
1X10 & 12 common	12 00 13 00
1X10 & 12 spruce culls	10 00 11 00
1X10 & 12 mill culls	9 50 10 00
1 inch clear and picks	27 00 28 00
1 inch dressing and better	18 00 20 00
1 inch siding mill run	14 00 15 00
1 inch siding common	12 00 13 00
1 inch siding ship culls	10 00 11 00
1 inch siding mill culls	9 50 10 00
Cull scantling	8 50 9 00
1¼ and thicker cutting up plank	22 00 25 00
1 inch strips 4in to 8in mill run	14 00 15 00
1 inch strips, common	11 00 12 00
1¼ inch flooring	14 00 15 00
1½ inch flooring	14 00 15 00
XXX shingles, 16 in	2 20 2 30
XX shingles, 16 in	1 20 1 30
Lath, No. 1	1 70 1 90
" No. 2	1 70

YARD QUOTATIONS.

Mill cull boards & scantling	$10 00	Dressing stocks	16 00@20 00
Shipping cull boards, promiscuous widths	12 00	Picks Am. inspection	30 00
stocks	13 00	Three uppers, Am. inspect.	40 00
Scantling & joist, up to 16 ft	13 00	B. M.	
" " 18 ft	14 00	1½-in. flooring, dres'd	25 00 30 00
" " 20 ft	15 00	1½ " " rough	18 00 20 00
" " 22 ft	16 00	1¼ " " dres'd	23 00 25 00
" " 24 ft	17 00	" " undres'd	14 00
" " 26 ft	18 00	" " dres'd	16 00 20 00
" " 28 ft	19 00	" " undres'd	12 00 14 00
" " 30 ft	20 00	Beaded sheeting, dressed	18 00 20 00
" " 32 ft	21 00	Clapboarding, dres'd	12 50
" " 34 ft		XXX sawn shingles per M	2 75 2 90
" " 36 ft	22 50@22 50	Sawn Lath	2 25
" " 38 ft	24 00	Red oak	20 00 25 00
" 40 to 44 ft	27 00 30 00	white "	25 00 30 00
Cutting up planks 1¼ and thicker dry	25 00 26 00	Basswood, No. 1 & 2	18 00 20 00
" board	18 00 20 00	Cherry, No. 1 & 2	50 00 60 00
		White ash, 1 & 2	25 00 30 00
		Black ash, 1 & 2	20 00 25 00

Hamilton, Ont.

HAMILTON, Sept. 30th, 1889.

Mill cull boards and scantlings	$ 9 00@10 00	Dressing stocks	$16 00 18 00
Shipping cull boards promiscuous widths	10 00 12 00	1¼ flooring, rough	16 00 18 00
Shipping cull stocks	14 00	1½ flooring, rough	16 00 18 00
Scantling and joist up to 16 feet	14 00	1¼ flooring, dressed	25 00
do up to 18 feet	15 50	1½ flooring, dressed	32 00
do up to 20 feet	16 00	1 flooring, dressed	21 50 23 00
do up to 22 feet	17 00	Beaded sheeting 1	25 00 30 00
do up to 24 feet	18 00	Picks, Am inspection	32 00 34 00
do up to 26 feet	19 00	Three uppers Am. In.	40 00
do up to 28 feet	20 00	XXX sawn shingles	2 60 2 70
do up to 30 feet	21 00	Sawn Lath	2 25
Cutting up plank 1¼ and thicker dry	20 00 25 00	Red Oak	20 00 25 00
Cutting up boards	20 00	White Oak	25 00 30 00
		Basswood No. 1. & 2.	16 00 20 00
		Cherry No. 1 & 2	60 00 70 00
		White Ash No. 1 & 2.	25 00 30 00
		Black Ash No. 1 & 2.	20 00 25 00

Montreal, Que.

MONTREAL, Sept. 29th, 1889.

At the present date the lumber trade in this city is in a fairly satisfactory condition, and with the close of the holiday season the prospects are that business will greatly revive.

There is not much being done in cargo lots at present, but prices are fully up to the average, and are likely to continue so.

The retail yards have been busy nearly all summer. Prices for all kinds of lumber continue much the same as usual, perhaps with a tendency to firmness. Following are the wholesale and retail prices which are about as near correct as they can be made:

	WHOLESALE.	RETAIL.
Pine, 1st quality	$30 00@32 00	$33 00@35 00
" 2nd "	20 00 22 00	23 00 25 00
" shipping Culls	13 00 14 00	14 00 16 00
" 4th quality Deals	11 00 11 50	11 50 12 00
Spruce	9 00 9 50	10 00
Hemlock	7 75 8 00	8 50 9 00
Ash, log run	12 00 14 00	14 00 16 00
Basswood, log run	12 00 14 00	14 00 16 00
Oak	30 00 35 00	35 00 40 00
Walnut (common)	30 00 40 00	35 00 50 00
" (good)	60 00 80 00	70 00 90 00
Butternut	20 00 25 00	25 00 35 00
Cherry	50 00 60 00	60 00 70 00
Birch	13 00 15 00	15 00 20 00
Maple	18 00 20 00	20 00 25 00
Lath, 1st quality	1 35 1 40	1 40 1 50
Pine Shingles, 1st quality	2 60 2 75	2 80 3 00
" " 2nd "	1 50 1 75	1 75 2 00

St. John, N. B.

ST. JOHN, Sept. 30th, 1889.

Deals, Boards, Scantling, etc.

Spruce deals	$12 00	Spruce boards	12 00
Pine "	15 00	Pine "	12 00@40 00
Deal ends	6 00	Oak "	40 00
Scantling	10 00	Ash "	15 00@25 00
		Hemlock "	7 50

Shingles.

Spruce, extra	$3 50	No. 1	1 25
" clear	3 00	Pine	1 25
" No. 1 extra	2 25		

Clapboards.

Pine, extra	35 00	Spruce, extra	24 00
" clears	45 00	" clears	23 00
" 2d clears	35 00	" No. 1	15 00
		" No. 2	10 00

Flooring, Dressed.

6 in. No. 1	12 00	4 in., No. 1	12 00
" No. 2	10 00	" No. 2	10 00

Miscellaneous.

Staves	3 00@ 4 50	Laths	1 80
Heading 17 in. per pr.	04	Pickets	6 50@15 00
" 18 in.	04½ 05½	Railway ties	
" 22 in.	04½ 06		

Ottawa, Ont.

OTTAWA, Sept. 30th, 1889.

There has been no noticeable changes in prices this season, except in a few of the higher grades which have advanced about 5 per cent. ahead of last season's prices. The freights by rail and barge to local points are a little cheaper than last season. The export and ocean freights are high, and considerable more so than than the earlier part last year. Shipping, however, has not been very good, and in fact the American bottoms have been reaping a harvest during the summer.

Pine, 1st qual., ₰ M.	$35 00@40 00	Oak	$40 00@100 00
" 2nd " "	22 00 25 00	Walnut	60 00 100 00
" shipping culls	14 00 16 00	Cherry	60 00 80 00
" 4th qual. deals	10 00 12 00	Butternut	22 00 40 00
" mill culls	8 00 10 00	Birch	15 00 25 00
Spruce, ₰ M.	10 00 12 00	Maple, hard.	20 00 21 00
Hemlock	9 00 17 00	Daths	1 80 1 90
Ash	13 00 18 00	Shingles, 1 50	3 00
Bass	12 00 20 00	" cedar	1 50 3 00

Saginaw, Mich.

SAGINAW, Sept. 30th, 1889.

The cargo market is devoid of interesting features and there is a continued complaint of dullness. Norway bill stuff is held here at $8.50 to $9.00 for ordinary lengths, while it is claimed that on the Huron shore long bill stuff has sold at $8 to $8.50. Yard dealers report trade better than in August, but not sufficiently active to cause special comment.

CARGO LOTS.

Uppers	36 00@38 00	Norway	8 50@10 00
Common	16 00 21 00	Box	11 00 11 50
Shipping Culls	9 00 11 00	Straight measure	12 50 20 00
Mill Culls		Hemlock	7 50 8 00

YARD QUOTATIONS CAR LOTS DRY.

Drop Siding.

Clear, ⅞ in	40 00@46 00	C, ⅞ in	30 00
A	38 00 41 00	D	19 00
B	36 00		

Finishing Lumber rough.

Three uppers, 1 in.	@45 00	Fine common, 1 in.	28 00@32 00
1¼ & 1½ 2 in	44 00 46 00	1¼ & 2 in.	33 00
Selects, 1 in.	37 00	C, 7, 8 & 9 in.	26 00
1¼ & 2 in.	38 00 39 00		

Joist, Scantling and Timber.

12 to 18 feet	10 00	22 feet	12 00
20 feet	12 00	24 feet	13 00

Plank and timber, 12 inches wide, $1 extra.

Lath, Shingles and Pickets.

Lath, No. 1 white pine	2 00	Country brands XXX	3 25@ 3 30
" No. 2 " Norway	1 50	Clear butts	2 25 2 35
Shingles, river brands XXX	3 25	P'kts, 2 to 2½ in rough	12 00 15 00
Clear butts	2 40 2 50	Dressed	20 00
		1¼ in. square, dressed	18 00 19 00

New York City.

NEW YORK, Sept. 30th, 1889.

Walnut is unpopular and slow of sale. In ash good width stock is wanted, and 16-foot lengths are especially desirable. Plain oak for home use is only fairly saleable. Export stock is somewhat active. The poplar market is dormant. The log market is dull and listless, as it is uncertain to take chances on promiscuous shipments.

Black Walnut.

⅝ in., all clear	$78 00@ 82 00	Culls, 1 inch	$35 00@ 36 00
1 and 1¼ inches	93 00 95 00	Culls, thick	36 00 38 00
1½ and thicker	100 00 105 00	Counter tops, 18 in. and over	110 00 150 00
Rejects	50 00 52 00		

Poplar, or White Wood.

⅝ in. 10 inches and over	24 00@26 00	1 inch, 8 in. and over	30 00 31 00
¾ in. coffin boards	29 00 30 00	2½ and thicker	33 50 34 50
1 inch, 10 inch and over	31 50 32 50	Common 1 to 2 inch	23 00 24 00
		Saps, 1 inch & thicker	25 00 27 00
		Culls, all thickness	16 00 17 50

Ash.

1 inch, white	36 00@ 38 00	Strips, clear	26 00@ 27 00
1¼ to 2 inch	38 00 39 00	Black ash, good	26 00 30 00
2½ to 4 inch	40 00 41 00	Black ash, culls	10 00 12 00

Oak.

1 inch plain sawed,	36 00@ 38 00	5 inches and over	48 00@ 50 00
1¼ to 2 inch	36 00 39 00	Thicker	51 00 52 00
Thicker	40 00 41 00	Strips under 6 in.	38 00 40 00
Quarter-sawed, white, all clear, 6-		Demension cut size	23 00 25 00

Cherry

⅝ in., white & clear	65 00@ 70 00	2½ and thicker	90 00@100 00
1 inch	78 00 80 00	Counter tops, 18 in. and over	110 00 115 00
1 inch strips	43 00 45 00	Culls, all thickness	18 00 20 00
1¼ to 2 inch	80 00 85 00		

Miscellaneous.

Chestnut, clear	33 00@ 35 00	Hickery, old growth	50 00 55 00
Chestnut common	20 00 22 00	Hickery, 2nd growth	65 00 70 00
Basswood white	30 00 32 00	Elm	20 00 22 00
Basswood common	21 00 23 00	Sycamore	24 00 27 00
Maple, clear	30 00 32 00	Sycamore quartered	35 00 40 00
Birch, clear	32 00 35 00	Gum	36 00 40 00
Birch, 1s and 2s	26 00 30 00	Butternut	45 00 50 00
Cottonwood	21 00 22 00	Sycamore dressed flg	24 00 25 00

Buffalo and Tonawanda, N. Y.

BUFFALO, Sept, 30th, 1889.

Trade has undergone no change worthy of note. Lake arrivals are good, and both lake and rail rates continue at the opening figures in the spring. Stocks are fairly proportioned, with a scarcity of good quality of thick timber. In shingles there is a steady demand and lath moves freely.

Norway

Clear, 1 to 2 in. all width	23 00	Common, 1 to 2 in. all widths	12 50@15 00
Dressing, 1 to 2 in. all widths	16 00@20 00	4x4, 5x5, 6x6 turning	22 00
		4x4, 5x5, 6x6 common	16 00

White Pine.

Up'rs, 1 to 4 in. 10 in	$45 00@55 00	No. 5 cuts, 1 to 2 in and thicker	$20 00@24 00
Sl'cts & Picks, 1 to 4 in	38 00 45 00	Dressing, 1 to 2 in	22 00 27 00
Fine common, 1 to 2 in. and thicker	33 00 39 00	Common, 1 to 2 in	14 00 17 00
No. 1 cuts, 1 to 2 in and thicker	27 00 39 00	No. 1 barn, 7 to 12 in	18 00 20 50
Mold strips, 1 to 2 in	27 00 33 00	No. 2 barn, 7 to 12 in	16 50 17 50
		Mill culls, 1 to 2 in	9 00 10 00

Shingles

XXX, 18-in, sawed	3 70	Thick cut (trade mark) 16 in per square	2 50
XX, 18-in, sawed clear butts	2 70	XXX cut	2 25
X, 18-in, sawed	1 80	X cut	1 10
XXX, 16-in "	3 40	No 2 cut	50
XX, 16-in " clear butts	2 40	Short cut	1 25
No. 2, 16-in "	90	Square end, per thousand	5 00
Thick cut	3 20	Octagon or pointed end	5 25
XXX cut	3 00	Scalloped or round end	5 25
X cut	1 50	Other shapes made to order	5 25
No. 2 cut	65		

Oswego, N. Y.

OSWEGO, Sept. 30th, 1889.

Three uppers, 1¼, 1½ & 2 inch	$44 00@45 00		
Pickings, 1¼, 1½ & 2 in	35 00 36 00		
No. 1 cutting up, 1¼, 1½ & 2in	30 00 31 00		
No. 2 cutting up, 1¼, 1½ & 2in	20 00 21 00		
1 in strips, 4 to 8 wide, selected for moulding strips, 14 to 16 ft	31 00 33 00		
1x6 selected for clapboards	32 00 34 00		

Siding.

1 in siding, cutting up piks & uppers	30 00@39 00	1¼ in selected	35 00@42 00
		1¼ in dressing	17 00 19 00
1 in dressing	19 00@21 00	1¼ in No. 1 culls	15 00 16 00
1 in No. 1 culls	14 00@16 00	1¼ in No. 2 culls	13 00 14 00
1 in No. 2 culls	13 00@14 00		

1x12 Inch.

12 & 16 ft, mill run	20 00 23 00		
10 & 16 ft, No. 1 &2, barn boards	18 00 19 00		
12 & 16 ft, dressing and better	26 00 30 00		
12 & 16 ft, No 2 culls	15 00		

1x10 Inch.

12 & 13 ft, mill run, mill culls out	20 00 21 00		
12 & 13 ft, dressing and better	25 00 27 00		
12 & 13 ft, No 1 culls	16 00 17 00		
12 & 13 ft, No 2 culls	14 00 15 00		
14 to 16 ft, mill run mill culls out	20 00 23 00		
14 to 16 ft, dressing and better	25 00 30 00		
14 to 16 ft, No. 1 culls	16 00 17 00		
14 to 16 ft, No. 2 culls	14 00 15 00		

1 1-4x10 Inches.

Mill run, mill culls out	20 00@23 00	No. 1 culls	16 00@17 00
Dressing and better	25 00 30 00	No. 2 culls	14 00 15 00

1x4 Inches.

Mill run, mill culls out	17 00@19 00	No. 1 culls	12 00@14 00
Dressing and better	23 00 27 00	No. 2 culls	11 00 12 00

1x5 Inches.

6 7 or 8, mill run, mill culls out	19 00@21 00	6, 7 or 8, No. 1 culls	15 00@16 00
		6, 7 or 8, No. 2 culls	13 00 14 00
6, 7 or 8, drsg & better	24 00 28 00		

Shingles.

XXX, 18 in pine	3 50@ 3 80	XXX, 18 in cedar	3 20@3 65
Clear butts, pine, 18 in.	2 50 2 80	Clear butt, 18 in cedar	2 20 2 65
XXX, 16 in pine	3 15 3 30	XX, 18 in cedar	2 10 2 40
Stocks cedars, 5 or 6 in.	5 25		

Pickets.

No. 1, 1¼x1¼	15 00	No. 2, 1x3	9 00 10 00
No. 1, 1x3	20 00		

Lath.

No. 1. 1¼	1 90	No. 2, 1 1-4	1 70
No. 1 -4	1 50		

Boston, Mass.

BOSTON, Sept, 30th, 1889.

Among the exporters business is very lively, especially in the line of white pine, although there is a demand for hardwoods, such as plain oak, ash and walnut. Spruce is in good demand and prices are firm. Hemlock of all kinds is in rather quiet request, with prices holding about as usual. Southern pine is in good demand. Poplar is in plentiful supply. Shingles are in steady demand and prices steady. Lath go slowly.

Western Pine—by car load.

Uppers, 1 in	$48 00@50 00	Fine com., 3 & 4 in	42 00@46 00
1¼, 1½ & 2 in	50 00 52 00	No 2, 1 in. Fine com.	28 00 30 00
3 & 4 in	55 00 60 00	1¼, 1½ & 2 in	29 00 31 00
Selects, 1 in	42 00 43 00	No. 1 strips, 4 to 6 in	40 00 43 00
1¼, 1½ & 2in	43 00 45 00	No. 2	35 00 37 00
3 & 4 in	45 00 50 00	No. 3	24 00 26 00
Moulding boards, 7 to 11 inch clear	36 00 38 00	Cut ups, 1 to 2 in	24 00 30 00
60 per cent clear	34 00 36 00	Coffin boards	19 00 22 00
Fine common 1 inch	36 00 38 00	Common all widths	15 50 25 00
1¼, 1½ & 2 inch	38 00 40 00	Shipping culls	15 00 16 50

Eastern Pine—Cargo or Car Load.

Nos. 1, 2 & 3	40 00@43 00	Clapboards, 4 ft., sap clear	40 00 45 00
4	28 00 30 00	Sap, 2nd clear	33 00 35 00
5	23 00 26 00	Heart extra	50 00 55 00
Ship'g bds & coarse	16 00 16 50	Heart clear	45 00 50 00
Refuse	12 00 13 50	Bevel siding No. 1	22 00 23 00
West'rr pine clapbds 4 ft. sap extra	45 00 50 00	" " 2	20 00 20 50

Spruce—by Cargo.

Scantling and plank, random cargoes	13 00@14 50	Coarse, rough	10 00 11 50
Yard orders, ordinary sizes	14 15 00	Hemlock bds., rough	10 00 11 00
		" " dressed	12 00 12 50
Yard orders, extra sizes	15 00 16 00	Clapbds., extra, 4 ft. Clear, 4 ft.	34 00 30 00
Clear floor boards	19 00 20 00	Second clear	25 00
No. 2	16 00 17 00	No. 1	10 00 14 00

Lath.

Spruce by cargo	2 00@ 2 15

Shingles.

Spruce	1 25@1 50	Cedar, sawed, extra	3 25 3 50
Pine, 18 in. extra	4 00 4 25	Clear	3 00
Pine, No. 1	3 00 3 15	Extra, No. 1	2 50
		Cypress, No. 1, 18 in.	5 00

Good cherry boards are wanted badly. Common and cull cherry is abundant.

Burlington, Vt.

BURLINGTON, Sept. 30th, 1889.

Canada Pine Sidings—1x8 in. and up, 12 to 16 ft. D 2 or 4 S.

Select & shelving	$46 00	Finish	$37 00@38 00
Pickings	37 00	Dressing	27 00@28 00
Pickings & better	40 00@42 00	Common	20 00@21 00

Canada Pine Stock—1x10 in. 12 to 16 ft. D 2 or 4 S.

Selects (clear)	55 00	Pickings & better	40 00
1st shelving	42 00	As run, common out	28 00@30 00
2d	39 00	No. 1 barn boards	25 00
3d	30 00@31 00	Common	21 00
Pickings	38 00		

Canada Pine Stock—1x12 in. 12 to 16 ft. D 2 or 4 S.

Selects (clear)	57 00	Pickings & better	44 00
1st shelving	47 00	As run, common out	33 00
2d	41 00	No. 1 barn boards	26 00
3d	32 00	Common	21 00@22 00
Pickings	38 00		

Canada Pine Stock—14 in. 12 to 16 ft. D 2 or 4 S.

Pickings & better	45 00	3d shelving	33 00
As run, common out	33 00	Common	22 00

Canada Pine Short Boards—1x8 in. & up, 11 ft. & under, D 2 S or R.

Pickings & better	33 00@35 00	Dressing & common, d 2 s or d 2 s & m	20 00@21 00
As run, common out	30 00	Common	18 00 20 00

Canada Pine Sheathing, D. M. & B—1 in. 4 to 7 in. 5 in. & up C B ⅞ in.

1st quality, 12 to 16 ft.	46 00	1st & 2d quality, 9 to 11 ft.	33 00
2d	36 00@37 00	7 & 8 ft.	34 00
3d	27 00	3d quality, 11 ft. & under	22 00
4th (selected common)	22 00	4th	18 00

Canada (Quebec) Spruce—1 and 1¼ in. 4 to 10 in. D 2 S and M.

Clear, 10 to 16 ft	32 00	No 2. 10 to 16 ft.	15 00@16 00
No. 1	22 00		

Above prices delivered on a rate of $30 per car load.

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THE WANZER COOKER will cook a three course dinner for 6 to 12 people without attention of any kind, for ONE-HALF CENT. Hundreds already in use.

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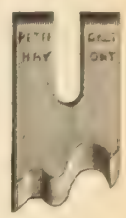

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Endorsed by Leading Architects. Absolutely Fire-proof. About as Cheap as Wood or Brick. Weight One-Third that of Brick. Does not Crack on application of Heat or Water. Deadens Noise. Gives Warmth in Winter; Coolness in Summer.

NAPANEE CEMENT COMPANY (LIMITED.)

— MANUFACTURERS OF —

Hydraulic Cement

PARTICULARLY adapted for Dams, Smoke Stacks, Foundations, Culverts, Cisterns, Cellars, etc.

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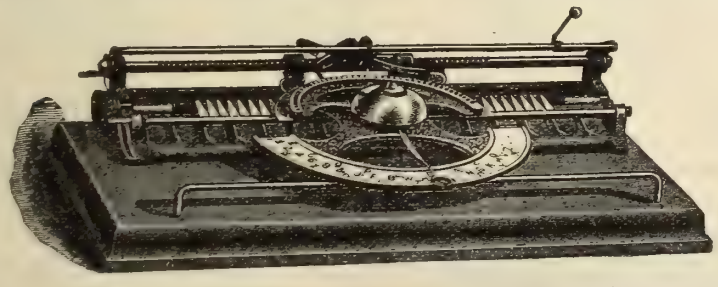

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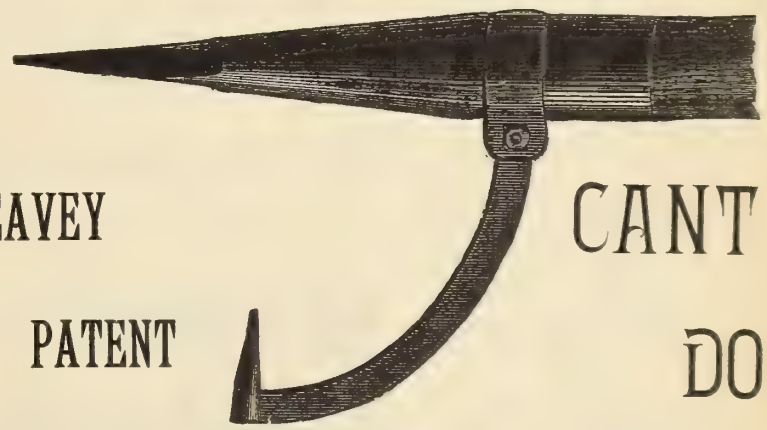
PEAVEY CANT DOG, PATENT



THE LIGHTEST, STRONGEST AND MOST PRACTICAL CANT DOG MADE.

SEND FOR CATALOGUE AND PRICE LIST

LEWIS BROS. & CO., *AGENTS FOR CANADA.*

MONTREAL, QUE.

ROBERT BRYANS

WHOLESALE

Pine
Hemlock
Bill Stuff
Lath

LUMBER

DEALER AND MANUFACTURER

Birch
Black Ash
Basswood
Shingles

Proprietor of Kinmount Mills

Head Office: *LINDSAY, ONT.*

HARDWOOD LUMBER WANTED.

HARDWOODS Bought, Sold, or received on Consignment.

TUCKER DAVID,
Lumber Commission Merchant,
313 Eleventh Ave., NEW YORK.

J. K. POST & Co.,

LUMBER MERCHANTS

And Shipping Agents.

OSWEGO, N. Y.

The third page of the Toronto DAILY MAIL is noted for "Want" advertisement. If you want to buy or sell anything. If you want a situation a mechanic, a business, machinery, lodgings, if you have lost or found anything, or if you want to find out where anyone is, advertise in the Toronto DAILY MAIL and read the advertisements on the third page of that paper. The charge is two cents a word each insertion. Address THE MAIL, Toronto, Canada.

If you want to buy or sell a Farm, advertise in the the Toronto WEEKLY MAIL. That paper reaches 100,000 farmers' homes every week, and your advertisement should meet the eye of someone who wants to purchase. Advertisements of this class are are inserted in the Toronto WEEKLY MAIL for Five Cents a word each insertion, or Twenty Cents a word for five insertion. Address THE MAIL Toronto, Canada.

PETER GERLACH & COMPANY

MANUFACTURERS OF

Alligator Chisel-Bit Saws

THE CHAMPION STAVE, HEADING AND SHINGLE MACHINES.

Ice Tools and Mill Supplies.

CLEVELAND, - OHIO.

WANTED AND FOR SALE.

Announcements in this department will be inserted at the uniform rate of fifteen cents per line, each issue, payable in advance. For four or more consecutive insertions of the same advertisement a discount of twenty-five per cent. will be allowed. Eight words of ordinary length should be counted as one line. Copy must reach this office by the 25th of the month to secure the appearance of the advertisment in the paper of the following month.

ENGINES FOR SALE AT A BARGAIN. One 25-horse power and one 35-horse power, with boiler; both nearly new; adapted for saw or grist mill use. Money to loan to purchaser, secured. J. A. CULL, Port Perry, Ont.

SAW MILL FOR SALE—NEAR GOOD-WOOD—with or without buildings—or would take good sawyer as partner. Address, JOHN DRUMMER, Blackwater.

SAW MILL FOR SALE—DOING LARGE lumber business—in County Bruce; also, grist mill site; fine water power. W. WHITE & COMPANY, Business Brokers, Toronto.

BOSS AUTOMATIC SHINGLE MACHINE by Turner & Burns, London; also six-knife jointer, only used two weeks; equal to new; cheap. F. DRAKE.

AUTOMATIC SHINGLE MACHINE WITH two horizontal saws; guaranteed good as new; cheap for cash. F. J. DRAKE. Belleville.

FOR SALE—SAW MILL—CAPACITY FROM ten to twelve M. per day; in good running order, with shingle and lath mills; also dwelling-house, store-house and stable; situated on Lake Huron, at the mouth of Sauble river, in County Bruce; any amount of good timber convenient; a splendid opportunity for a practical man. For further particulars address GEORGE QUIGGIN, Sauble Falls, P. O., North Bruce.

VALUABLE SAW MILL PROPERTY FOR sale—almost new; in good running order; Township of Tilbury East, Kent County; district well timbered, elm, maple, etc.; purchaser may secure 500 acres of timbered land or the timber thereon; price of mill and three acres, $3,000. Apply to J. G. STEWART, Fletcher P. O.

SAW MILL FOR SALE—VERY CHEAP best of its size in the country. JAS. HUXTABLE, Hornings Mills, Ont.

FOR SALE—FOR $1,600—NEW STEAM saw and shingle mill — with first-class machinery—worth $2,500; grand opening for experienced man; satisfactory reasons given for selling. Apply Box 22, Keldon P. O., Ont.

PLANING MILL AND LUMBER BUSINESS for sale—Western town—plant and machinery in good condition; splendid chance for practical man to secure well-established paying business; terms favorable. W. WHITE & CO., Business Brokers, Toronto.

WANTED TO PURCHASE—PINE TIMBER limit of twenty to thirty million feet; must be good quality of timber, easy accessible to water or rail, and must stand close inspection as to quantity and be well worth the price asked. Address *Packet* Orillia Office.

MACHINERY FOR SALE

1. Circular Saw Mill (heavy) with steam feed, 3 head blocks, to cut thirty feet.
2. Circular Saw Mill (heavy) with rope feed, 2 head blocks, to cut twenty feet.
3. Lane's Patent Lever Set Circular Mill, No. 1, to cut 25ft.
4. Two Law's Shingle Machines.
5. One Iron Pulley 5ft x 16in face.
6. One Iron Pulley 4ft, 2in x 15½in face.
7. One Iron Pulley 8ft x 14in face.
8. 52in Leffel water wheel, made by Jos. Hall Co'y. good as new.
9. 30½in Leffel water wheel, made by Jos. Hall Co'y. G. order.
10. 14in Little Giant water wheel, made by J. C. Wilson & Co. Good order.
11. Wood Shaper (heavy) iron frame; wood top, two spindles and counter shaft; in good order.
12. Iron Planer, 28in x 28in x 8ft. Good order.
13. Iron Turning Lathe 28in x 14ft bed. Good order.
14. Iron Turning Lathe, rod feed, 8ft bed x 12in. Good order.
15. Iron Turning Lathe 15in x 8ft bed, screw feed; fair order.
16. Heavy Iron Boring Lathe 42in in gap x 8ft bed. Good order.
17. Bolt Gutter, cuts from ⅜ to 1in; in fair order.

Paxton, Tate & Co.

PORT PERRY, ONT.

Manufacturers' Life and Accident Insurance Companies.

HEAD OFFICE,

83 King Street West, Toronto.

Sir John A. Macdonald, President.
Geo. Gooderham, Wm. Bell } Vice-Presidents
J. L. Kerr, Secretary and Treasurer
A. H. Gilbert, Supt. Agencies.

Combined Authorized Capital,		$3,000,000 00
" Subscribed	"	739,700 00
" Cash	"	150,760 00
Combined new bus ness for 1888,		9,575,525 00

Combined new business for 1889 to June 1st, about

$3,000,000.

A FEW GOOD AGENTS WANTED

APPLY TO

Geo. A. Morrison

District Manager,

PETERBOROUGH.

LUMBER TRUCK * WHEELS.

The Montreal * Car Wheel Co.

MANUFACTURERS OF

CHARCOAL IRON CHILLED RAILROAD WHEELS

Offices: New York Life Insurance Building, Montreal.

Works: Lachine, Quebec.

WE make a Specialty of Wheels suitable for the requirements of Lumbermen and Street Car Service, and can supply them Bored, Finished and Balanced.

CORRESPONDENCE SOLICITED

MACHINERY FOR SALE

List of SAW MILL MACHINERY for sale by H. W. PETRIE, Brantford and Toronto.

SAWMILL outfit, Waterous direct action at a bargain.

SEVERAL second hand saw rigs, two, three and four block.

A fine 66 inch inserted tooth saw also 52 inch do.

ONE new eclipse saw mill with all late improvements.

ONE saw Gummer, Disston make, Philadelphia.

ONE set hoop machines, American make.

Canadian agent for the celebrated Winne hoop machinery, catalogue free.

ONE drag saw rig, Waterous Engine Company make.

ONE hub turning lathe, American build.

ONE automatic handle lathe.

ONE broom handle lathe with wood frame, cheap.

BROOM handle lathe, Lockport N. Y. make.

ONE set of spoke machinery, Fay & Co., make.

ONE Goldie & McCulloch stave cutter, set equalizing saws &c.

ONE guage lathe, Bailey make.

ONE Blanchard spoke lathe, Fay & Co. make.

ONE new axe handle lathe.

ONE lot Ewart chain belt, good as new with sprocket wheels.

4 pole road cars, also a number of lumber cars.

ONE self feed lath machine, Waterous make.

NEW gang lath machine.

ONE Fairbanks timber guage.

ONE saw mill head block, Galt make.

HEADING turner, Goldie & McCulloch make.

ONE single edger with frame work.

NO. 2 large size smallwood shingle machine.

DOUBLE edger, Waterous Engine Co. build.

ONE Drake's patent self feeding parallel shingle edger.

DOUBLE block shingle machine, Pierce make, 40,000 capacity per day.

TWO Hall self acting shingle machines, Goldie & McCulloch makers.

TWO Smallwood shingle machines, Waterous make.

FOUR Laws patent upright swing shingle machines.

ONE Doherty swing shingle machine.

DRAG saw machine, Goldie & McCulloch.

TWO new shingle packers, all iron.

SHINGLE jointers, 3, 4 and 6 knives.

ONE new No. 3 Rogers saw filer and gummer.

Send for full description of any machine in above list, H. W. PETRIE Brantford and Toronto.

THIS YEAR'S

MYRTLE

CUT and PLUG

SMOKING TOBACCO

FINER THAN EVER.

See

T & B

IN BRONZE

ON EACH PLUG AND PACKAGE.

Sovereign Grease

ST, CATHARINES, July 20th, 1889.

To whom it may concern :—

I have been using SOVERIGN GREASE for the past two months, and I can say that it has given me entire satisfaction, and is a saving of 60 per cent. over Oil, and is that much better than Oil. I have been running eight (8) trips from St. Catharines to Montreal and return on 40 lbs. GREASE, and using it on my crank-pin as well as all other bearings. Yours respectfully,

(Signed,) SAM BRISBIN,
Engineer "Ocean."

OTTAWA, Aug. 5th, 1889.

THE STOCK OIL & GREASE CO.

GENTS,—We have used the SOVEREIGN GREASE for some time, and do not hesitate to pronounce it a first-class lubricator, and as such has given us entire satisfaction as to its durability and cheapness.

Truly yours,
ARTHUR JONES,
Foreman of Union Machine Shops.

DESCHENES MILLS, Aug. 12th, 1889.

MESSRS. McDOUGAL & CAZNER, *Ottawa :*

DEAR SIRS,—We have been using the Stock Oil & Grease Co.'s SOVEREIGN GREASE in our saw mills since spring, with very satisfactory results.

Yours truly,
R. & W. CONROY.

ROCKLAND, ONT., Aug. 20th, 1889.

STOCK OIL & GREASE CO., Montreal :

DEAR SIRS,—Please send us per first freight boat, two hundred (200) pounds of GREASE, same as sample left by you here a short time ago.

Yours truly,
W. C. EDWARDS & CO.

AGENTS.

F. G. STRICKLAND & CO., New Westminster, B. C.
McDOUGAL & CAZNER, Ottawa, Can.
CHINIC HARDWARE CO., Quebec, P. Q.
DUNLOP & CHAPMAM, Pembroke, Ont.

STOCK OIL & GREASE CO'Y

SOLE MANUFACTURERS

59 Common St., Montreal

GRATEFUL—COMFORTING.

EPPS'S COCOA.

BREAKFAST,

"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of the well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavored beverage which may save us many heavy doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually fed up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame."—*Civil Service Gazette.*

Made simply with boiling water or milk. Sold only in packets, by Grocers, labelled thus :

JAS. EPPS & CO., Homœopathic Chemists, London, England.

Jas. Sheppard & Son.

WINTER SAWING,

Ship's Decking, Bill Timber, Dressed Lumber, Mouldings, Etc.

MILLS, - SOREL, QUE.

TENDERS WANTED.

Department of Crown Lands
TORONTO, Sept. 26, 1889.

A quantity of pine timber in the vicinity of Whitefish Lake, in the District of Thunder Bay, having been damaged by fire, the Department, desiring that the same may be cut and utilized, hereby calls for tenders for the right to cut the said pine. Tenders will be received up to and including the

21st DAY OF OCTOBER

next, and must state the rate per thousand feet, board measure, the party making the tender is willing to pay.

The timber must be cut during the present fall or coming winter, and the cutting of the same will be supervised by an agent of the Department, who will point out the localities where the damaged timber stands, and generally oversee the the operations, which latter must be carried on in accordance with existing regulations, or such regulations as may be established with respect to the cutting of timber on lands of the Crown.

The Department does not bind itself to accept the highest or any tender.

ARTHUR S. HARDY,
Commissioner.

For further particulars and general information respecting the above, parties may apply to this department or to Mr. Hugh Munroe, Crown Timber Agent, Port Arthur.

Economical Lumber Making.

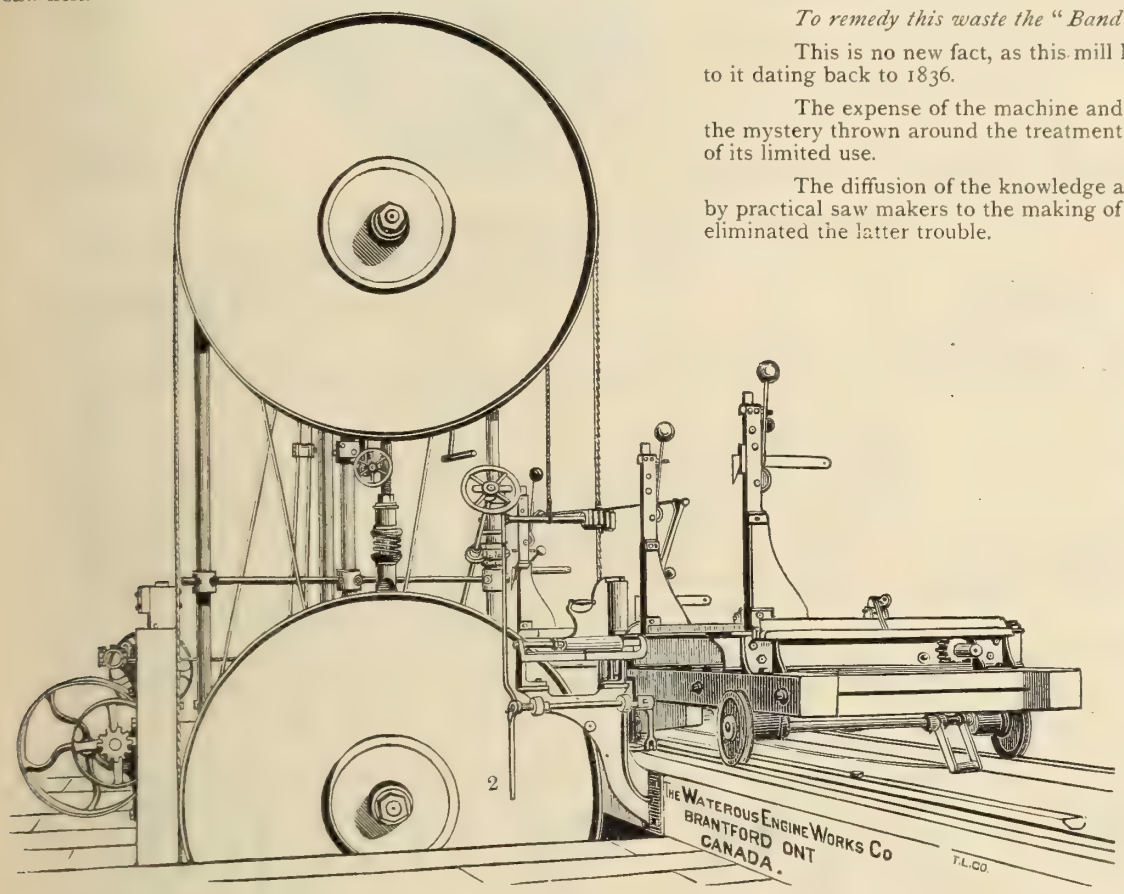
THE great advance in value of timber lands and the supply receding from the mills and markets tend yearly to increase the cost of logs delivered at the mills and thus to reduce profits unless the price of lumber is increased *or cost of* production diminished.

To lessen the cost of production the circular mill has been driven to its utmost capacity to produce large quantities in the least time and consequently least cost of wages per thousand.

To stand the strain of extra feed the thickness of saw and kerf has been increased, sending millions of feet into the burners or under the boilers, the loss being unnoticed as long as logs held out to scale.

Thin circulars did not remedy this, as they won't stand up under a sufficiently heavy feed to pay and the result is more spoilt lumber than is saved by thin gang.

Heretofore the gang was the only recourse, but even it has been put in the race for speed with heavy saws, cutting nearly a quarter inch kerf, and while the cutting of stock lumber on a gang is a good practice in itself, *it fails to save the best lumber*—the "uppers" cut off the best part of the log by the circular with its extra waste in saw kerf.



To remedy this waste the "Band Mill" is the coming machine.

This is no new fact, as this mill has been before the public for many years—patents in regard to it dating back to 1836.

The expense of the machine and the supposed great trouble and expense in operating it from the mystery thrown around the treatment of the Band Saw by so-called experts has been the great cause of its limited use.

The diffusion of the knowledge among a wider circle of users and the increased attention given by practical saw makers to the making of Band Saws in a practically perfect manner has gradually eliminated the latter trouble.

OUR NEW PATENT ECONOMICAL BAND SAW.

This is a strong, rigid but light machine which brings the Band Saw as much within the reach of all parties cutting lumber as the old-time circular.

THE FRAME consists of two triangular castings connected by four steel columns.

THE WHEELS are solid cast iron, perfectly balanced and made with bearings inside the wheel-face, bringing the strain on them in place of on the shaft.

THE UPPER WHEEL SHAFT is carried in a triangular frame throwing the main strain on centre column in a straight line with foundation plate and top and bottom bearings.

CROSS-LINE MOVEMENT is provided to both wheels. After the saw is on and strained the lower shaft may be strained by saw out of line. We have arranged a vertical and horizontal movement to this shaft, independent of the frame, to enable it to be brought back to a perfect line after the saw is strained. The upper wheel can also be tipped with a hand wheel within reach of sawyer either forward or back so as to keep the saw strained tight on its cutting edge, or keep it in any desired position on the wheels. This cross-line movement enables sawyer to adjust the mill to the saw, rather than the saw to the mill.

THE STRAINING BAR has a new arrangement of screw and gear and tension; is held on saw by spring and also by very sensitively fulcrumed combined levers and weight, the whole strain coming in a direct line with centre of foundation plates.

THE GUIDE consists of wooded blocks, adjustable and readily removable. The upper guide is raised and lowered by power actuated by lever in reach of sawyer. The outer arm of guide throws up in changing saws.

THE FEED is worked by face plate and friction disc operated by rack and pinion; the feed can thus be instantly varied at the will of the sawyer. *The gigging back* motion is operated by bevel friction and is strong and quick.

OFFSET TO CARRIAGE. We offset the carriage as it gigs back by a simple automatic device which acts instantly the carriage is reversed. If desired, however, to back out of a cut straight the offset can be stopped or controlled by a lever. This device works to perfection and does away with the viberation caused by deflecting the saw which does not readily subside, and is the means of frequent injury to saws.

THE CARRIAGE can be of any size to suit the diameter and length of logs to be cut. The one shown in operation consists of the three head blocks of Girder steel with adjustable rack, throwing out at pleasure and permitting the adjustment of each knee independently of the other to a crooked lock or to cut taper stuff.

ROPE FEED. The rope feed is exceedingly effective and simple, the rope being in all positions in a straight line and the old-fashioned winding barrel is done away with.

THE SAW we use is 8" wide and 38 feet long, 15 guage.

The following table will show mill men, at a glance by comparison, how the Band Mill touches their pocket. It shows the saving on logs sawed to inch boards with the ⅛" saw kerf of the band saw to exact sizes with 12 feet logs.

Diameter of Log in Inches..	10",	11",	12",	13",	14",	16",	18",	20",	22",	24"
Waterous Band Saw Scale..	58,	68,	88,	100,	120,	162,	200,	252,	312,	376
Scribner's Scale.....			59,	73,	86,	119,	160,	210,	251,	303
Doyles' Scale.....	27,	37,	48,	61,	75,	108,	147,	192,	243,	300

Diameter of Logs in Inches...	26",	28",	30",	32",	34",	36",	38",	40",	42"
Waterous Band Saw Scale ...	440,	514,	594,	682,	770,	866,	958,	1,068,	1,186
Scribner's Scale.....	375,	436,	493,	552,	600,	692,	801,	903,	1,007
Doyles' Scale.....	363,	432,	507,	588,	675,	768,	867,	972,	1,083

Diameter of Log in Inches..	44",	46",	48".
Waterous Band Saw Scale.....	1,306,	1,426,	1,554.
Scribner's Scale.....	1,110,		
Doyles' Scale.....	1,200,	1,323,	1,452.

NUMBER OF MEN required to run the band mill is the same as a circular mill, but it will be found economical to have a man in the filing room to take care of the saws and have them always sharp and ready to go on, and as on the excellence of the work put upon the care of the saw depends very much the quality and quantity of the output. This mill can be placed in any mill same as a circular saw, or circular can be taken out and band mill put in its place. For further particulars address,

THE * WATEROUS * ENGINE * WORKS * CO., * LTD.

BRANTFORD, ONTARIO.

Mention "The Canada Lumberman" when writing us.

TO MILL OWNERS, MANUFACTURERS

AND ALL WHO ARE USING

*Leather * Belting*

IF YOU WANT BELTING

Which will Run Straight on the Pulleys,
Which is Thoroughly Well Stretched,
Which will not Tear at the Lace Holes,
Which will give Complete Satisfaction,

— SEND TO —

F. E. DIXON & CO.

MANUFACTURERS OF

PATENT LAP-JOINT STAR RIVET

*LEATHER * BELTING*

70 King Street East, Toronto.

Sole Agents in Canada for the

CELEBRATED PHŒNIX OIL

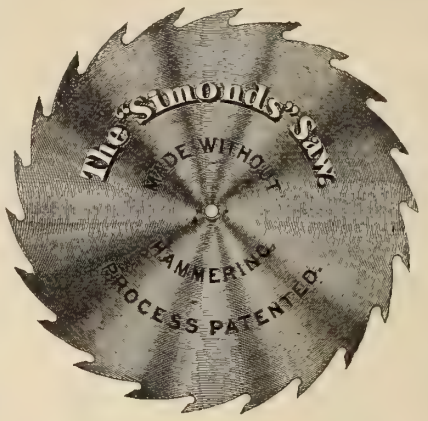
The Only Pefect Belt Dressing.

All our Belting is sold at the Canadian price list. Please compare before purchasing. Send for Discounts and our Pamphlet on Belting.

ST. CATHARINES SAW WORKS

R. H. Smith Company, Ltd.

Finest Material Most Even Temper



The Best in the World

Our Circular Saws are Unequalled
Our Cross-Cut Saws are Unexcelled
And our Hand Rip and Butcher Saws

FULLY EQUAL TO ANY MADE ON THE CONTINENT.

OUR SPECIALTIES.

THE "SIMONDS" CIRCULAR SAW
THE "LEADER" CROSS-CUT SAW
THE "LAWSON" BUTCHER SAW
THE "LEADER" HAND SAW

THE LARGEST SAW FACTORY IN THE DOMINION.

R. H. SMITH CO. LTD.

ST. CATHARINES, ONT.

SEND FOR CATALOGUE.

DOMINION SAW WORKS!

JAS. ROBERTSON & CO.

253 to 267 King Street West,

Toronto, - - Ontario.

EVERY SAW FULLY WARRANTED.
Prices on Application.

JAMES ROBERTSON

Dalhousie and William Streets,

Montreal, - - Que.

MANUFACTURERS OF SAWS

Circular, Shingle, Gang, Cross Cut, Concave, Mulay, Drag, Grooving.

Thuber's Royal

ANTI-FRICTION * BABBIT * METAL.

Importers and Dealers in

Band Saws, Emery Wheels Saw Sets,
Saw Swages, Rubber Belting, Iron Pipe,
Saw Gummers, Leather Belting, Files, &c.

THE CANADA LUMBERMAN.

VOLUME IX.
NUMBER II.

PETERBOROUGH, ONT., NOVEMBER 1889.

THE CANADA LUMBERMAN

PUBLISHED MONTHLY BY

ARTHUR G. MORTIMER,

OFFICE: SIMCOE STREET, PETERBOROUGH, ONTARIO.

TERMS OF SUBSCRIPTION:

One Copy one Year, in Advance, - - - - - $1.00
One Copy six months, in Advance, - - - - - 50

Advertising Rates Furnished on Application.

THE CANADA LUMBERMAN is published in the interest of the lumber trade and of allied industries throughout the Dominion being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion of them by others.

Especial pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world so as to afford to the trade in Canada information upon which it can rely in its operations.

Special correspondents in localities of importance present accurate report not only of prices and the condition of the market but, also of other matters specially interesting to our readers. But correspondence is not only welcome but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way effecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the truth. Any items of interest are particularly requested for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN with its special class of readers is not only an exceptionally good medium for securing publicity but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements which will be inserted in a conspicious position at the uniform price of 15 cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for three successive issues or longer.

Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade or specially interested in it, who should not be on our list thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

IN view of the high prices for square timber at Quebec last summer there will probably be a large increase in the quantity made the coming winter as compared with last year. It does not follow, however, that the high prices obtained this summer will be maintained next year. An increase of 50 per cent. in the output would necessarily have a great tendency to weaken prices unless there should be an unusually large demand, and those who base their calculations for next season upon the high figures obtained this year are likely to find out that they have committed a grave mistake. That a large amount of money will be made out of the winter's cut when disposed of next year there is no doubt, providing the market is not glutted. The indications are, judging from the preparations being made, that the winter's cut will be a large one.

THE great congress of American nations, which has been under discussion for years, has at last assembled at Washington, with Canada counted out. This gathering of American delegates is for the purpose of discussing trade matters principally, but the real purpose, no doubt, so far as the United States is concerned, is to gain a monopoly of the trade of Mexico, Central and South America, by the establishing of a customs union. The trade of these countries is now largely handled by Great Britain, France and Germany, and if the Americans can induce the southern nations to adopt a high protective tariff against the world, while admitting United States manufacturers free, their point will be gained. The interests of the different nations are so diversified that it is not likely that the scheme will succeed, and if an agreement in regard to customs should be made its tenure will be of short duration.

THE Forth Bridge, now nearing completion, will afford conclusive evidence of the perfection to which engineering skill has been brought. This structure has been so built that the hottest sun will not unduly strain the steel, while the strongest hurricane that blows will leave the bridge intact. An idea of the magnitude of the structure may be gathered from the fact that the three cantilevers of which the bridge proper consists spring from three sets of four huge towers of tubular steel, reaching a height of 360 feet above high water mark and branching out on either side for a distance of 680 feet. To form a conception of its size it may be stated that two Eiffel towers laid horizontally and joined in the centre, would just span one of the openings of the Forth Bridge. The opening of this stupendous structure will be an event of world-wide interest, and the work will be a standing monument to the genius and skill which planned and finally carried it on to a successful completion.

THE extension of the Northern Pacific railway into Manitoba is a matter of great interest to the local lumbermen of that province, as the imports of lumber from Minnesota have recently been on the increase. A large portion of the lumber brought in has been used in connection with the work on the new extension, and the 275 miles of railway now owned in Manitoba by the Northern Pacific company, has been supplied with timber from Minnesota. All the buildings of the company, though built by private contract, have been constructed from Minnesota lumber, and the quantity of lumber necessary for the new road mentioned, together with the buildings under contract in Winnipeg by the railway company, will use up many million feet. The new railway construction in Manitoba this season has not benefited the local manufacturers to any great extent, so far at least as the Northern Pacific and Manitoba road is concerned. As dealers at points reached by the new road are already bringing in lumfrom Minnesota, it is plain to be seen that while the road may be of great benefit to the country, the competition will ultimately effect prices.

THE exports of Canada for July and August of this year, according to the returns just issued, show a gratifying increase, as compared with the corresponding period of last year; and by those well qualified to judge the returns will be taken as showing a healthy condition of trade, and a significant sign of the progress being made by the Dominion. The total increase of exports of Canadian produce alone is $4,022,299. The total exports for July and August, 1889, were $20,100,029, against $16,077,750 for the same months in 1888, whilst there is an increase in the export of other countries of $980,214, making a total export increase in the two months of $5,002,513. In the item of forest produce, which consists of lumber and timber, there is in the two months of this fiscal year an increase of $2,866,370, the totals this year being $9,484,667, as against $6,618,297 in 1888, and $5,827,279, in 1887. These figures show a large increase of this season over previous years and are variously accounted for. Rates of ocean freights are as high as they were this time last year so there is no increase of shipments and accompanying temporary and illusive flush of prosperity from this cause. Heavy sales were made in the spring and owing to the tardy arrival of vessels the heavy shipments were made later on. The sales to the South American market have been heavy and large shipments have been made to England, but the English market is now glutted. Of the total increase of $4,181,281 of Canadian produce exported it will be seen that $2,866,770 is for lumber alone. The shipments have been larger because the demand has been larger, and to that extent shows a satisfactory and legitimate growth.

THE necessity of devising some means to prevent the accumulation of sawdust and mill refuse in the navigable streams is apparent, as is evidenced by the enormous banks of sawdust which are now obstructing the navigation of the Ottawa river, between Ottawa and Hull. With reference to Mr. Sandford Fleming's report on sawdust in the Ottawa river, an Ottawa despatch says, "It is understood that the statement published as to the river channel being clear does not refer to the soundings from the Chaudiere down to the Rideau locks. With regard to this part of the river, it is learned that by a recent survey and soundings made by order of the Department of Railways and Canals at the foot of the locks of Rideau canal that the accumulation of sawdust and slabs is very large and increasing daily. There are now only between one and two feet of water in the mid-channel over the surface of the sawdust, where there formerly was from eight feet at the sill to thirty feet in the river channel. Had the river been usually low this fall it would have been impossible for the boats to enter the locks, and consequently navigation would have been closed. There is a probability of the channel being dredged this fall. A report on the subject has been prepared, and will be submitted to the Government, when it is expected the necessary orders to set about the work forthwith will be given."

THE lumber export trade during the past season has been very good, especially during the mid-summer months. One of the causes of the heavy shipments during these months was the unusually large demand for square timber, of which a great deal was shipped. The export trade to South America is not a steady business as it varies according to tonnage. When freights are plentiful and prices are high the shipping is largely done in winter, and when they are not favorable shippers wait until the season is more advanced. Shipping being high last winter it was postponed as long as possible, and although not much cheaper in cost they were obliged to ship heavily. At present the export trade to South America is very quiet, and this is likely to continue for several months, and nothing is shipped that can possibly be helped owing to the high price of gold, it being over 200. Mill men received very good prices this year; but everything indicates, both in the English and American markets, that prices will be much lower during the coming season. Some shipments from the Ottawa district have been made to Africa. The lumber export trade to the United States during the past season was on the whole about the same as last year. Ten-inch stock is about the only kind of lumber that has been any way slow. The prices at present for deals and twelve inch stock are abnormally high. The buyers of deals and twelve-inch stock who engage the cut of the mills are anxious that the cuts shall be as small as possible. The deal men would like the mills to cut all twelve-inch stock, and the twelve-inch stock buyers are desirous that they should cut deals. There has been no noticeable change in prices excepting in the ten-inch in which a few concessions have been made. It is given as a reason by some that prices will probably be lower the coming season on account of the large competition of cheap lumber from the Southern States, such as yellow pine and white wood. These woods are bearding white pine in its

den. They are being brought into Canada in large quantities and readily find a market in Montreal. One large firm in Montreal who used to purchase good stuff in Ottawa, is replacing it with white wood, having brought in from ten to twelve car loads in one shipment last month. It is claimed that the American white wood is far more suitable for our weather than white pine.

HEREAFTER it should be made a rule, says the *Monetary Times*, that greater care must be taken to prevent a re-occurrence of the present trouble, which has gone so far as to threaten the practical navigation of the canal. If the water had happened to be exceptionally low, it is now affirmed, boats would have been unable to enter the locks of the canal owing to the accumulation of saw mill deposit below. This is what the exceptional privileges accorded to the Ottawa saw mills has led to, and the policy which produced it, and which the Otonabee mill owners wish to copy, will have to be reviewed in connection with the facts now disclosed.

WHILE the Americans are complaining of Canadian competition in freight rates, passenger fares are still maintained at three cents a mile. The New York Central line has for many years found it profitable to maintain a two-cent rate, and we see no reason why the Grand Trunk and Canadian Pacific might not follow with advantage. The reduction of postage in the United States from three to two cents was followed by an augmented business and an increase in receipts. It is true that at times the roads give a rate that is less than one cent a mile, and that is when they make the most money. Railroad companies have had it all their own way for the past twenty-five years, and while almost every thing else has come down in price, the railway passenger has to come down with his three cents a mile. The law makes the limit three cents a mile and the time has come when the Dominion Parliament ought to pass an act making two cents the limit. Will this be done? Is there no M. P. in this great Canada of ours who has the stamina to introduce a bill in the next parliament making two cents a mile the limit, and thereby earn the gratitude of a long suffering public? It is a desideratum devoutly to be wished, and if the press would take hold of the matter in earnest, ere long this desirable change would be brought about. The change would undoubtedly result in an increased business for the railway companies, and would be far more profitable, besides being a lasting benefit to the general public.

UNDER an Order-in-Council bearing date Sept. 17th, 1889, permits to cut timber on available Dominion lands, subject to the payment of the following dues, are granted by public competition, except in the case of an actual settler to whom may be granted a permit to cut timber for his own use, without public competition. Cordwood 25c per cord. Cordwood of dry or fallen timber, over seven inches in diameter, when cut by actual settlers for their own use on their farms, 10 cents per cord. Fence posts, 7 ft. long, and not exceeding 5 in. at the small end, one cent each. Fence rails of poplar, not exceeding 5 in. at the butt-end, $2 per thousand. Rails of any other wood not exceeding 3 in. at the butt-end, ½ cent each. Building logs of poplar when not exceeding 12 in. at the butt-end, ½ cent per lineal foot. Building logs of pine, spruce, tamarac and any other wood unenumerated when not exceeding 12 in. at the butt-end, 1 cent per lineal foot. Building logs, oak, elm, ash or maple when not exceeding 12 in. at the butt-end, 1½ cent per lineal foot. Shingles 40 cents per thousnad. Telegraph poles 22 ft. long, 5 cents each. Telegraph poles, each lineal foot over 22 feet, 1 cent per foot. Railway ties 8 feet long, 3 cents each. Square timber and saw logs of poplar, $2 per M. ft., board measure. Square timber and saw logs of pine, cedar, spruce, tamarac and other woods unenumerated, $2.50 per M. ft., board measure. Square timber and saw logs of oak, elm, ash or maple, $3 per M. ft. board measure. Returns of board measure are to be made by Scribner's log rule. All other products of the forest not enumerated, 10 per cent. *ad valorem.*

AT the present time, says a writer in the *Woodworker*, when everything is being reduced to a science, there is no reason why advertising should not be reduced to a science also. The time has passed when purchasers of machinery consider it necessary to visit the manufacturer in person in order to obtain the necessary outfit for their mill. For this reason manufacturers find it to their advantage to present their goods to the public by means of judicious advertising, and the science of advertising consists in being able to judge correctly of how, when and where to advertise so as to bring their goods to the notice of those who are interested in them and are liable to need some of the goods so advertised. Large sums of money are annually thrown away in promiscuous and injudicious advertising, and thousands of schemes and dodges are resorted to and met with every day for obtaining money from those who are willing to contribute to such schemes, without the least chance of deriving any benefit therefrom. Therefore it behooves the prudent man to investigate thoroughly all such schemes before investing his money in them. One of the most common and frequently met with is the city or the village directory, and the manufacturer, no matter what class of goods he may manufacture or where his market is located, is invariably besieged for a full-page advertisement, costing anywhere from $10 to $25. Whenever a business is general, such as the manufacture of machinery and other goods which depends upon the whole country for its market, such advertisements, as well as those found on maps, hotel registers, large pictures of hotels and depots, embellished with a border of "ads." at $25 each, are practically of no benefit to the general manufacturerer. As every line of business at the present time has its trade journals representing about everything in that line, especially that which is new and useful, the manufacturer who has reduced his advertising to a science will resort to this medium with every new improvement which he desires to introduce to his customers, knowing full well that the majority of his customers are constant readers of this journal, and with the next issue will be made aware of its existence. The lumber worker, who is a careful and constant reader of those journals which are devoted to the lumber trades, will always be well informed as to the state of the art, and the various improvements that are being made from time, so that should he at any time require additional machinery he is better prepared to make his selection from the various manufacturers therein represented, in a more intelligent manner than otherwise; besides the hint thrown out from time to time by experienced and practical men who contribute to such journals, cannot but be of practical benefit. The fact is the time has come when the manufacturer who keeps his machines constantly before the public through the medium of his trade journal, whether business is dull or booming, is very much like "the early bird," and sooner or later he will be sure to "catch the worm." The science of advertising does not consist in the vast sums of money spent for that purpose by patronizing every scheme that presents itself, but in the judicious manner in which a given amount is invested and where it will be liable to return the greatest results. Therefore it is important for each manufacturer to invest his money in the best trade journal that represents the business in which he is engaged as a specialty; by this means, whether the circulation is great or small, every copy is sure to reach some one interested in the business in which he is engaged. It is not necessary in order to properly bring such goods to the notice of purchasers that he should fill a large space with "spread eagle" eloquence and claiming *a la* Barnum, "the greatest and best thing on earth," but to present his claims in a modest and intelligent manner, clearly and carefully describing any new and useful improvements that may have been introduced. Such "ads," strike the customer more favorably than otherwise. Therefore, according to my own experience for many years as an advertiser, I conclude that first-class trade journals have enabled the manufacturer to reduce advertising to a science, and there is no other medium whereby he can bring his goods to the notice of the same number of customers for the same amount of money invested.

SPLINTERS.

THE extensive milling property and limits of Messrs. Gilmour & Co., of Ottawa, Quebec and Trenton, will be sold at public auction, at Ottawa on April 9th, 1890, the sale being made to close a partnership. It is seldom that so large and valuable a lumbering property is placed on the Canadian market. See advertisement in another column.

* * *

THE *Northwestern Lumberman*, of Chicago, of Sept. 28th, is largely devoted to the lumber interests of California, Oregon and Washington. It is embellished with a handsome engraved cover and contains 140 pages. The publication is of special interest to lumbermen, and speaks well for the enterprise of the publishers. The work is copiously illustrated and can be had for 50 cents.

* * *

ACCORDING to an American exchange, some of the lumber dealers in the northern part of Minnesota, who have been shipping lumber into Winnipeg, have been hauled up by the custom house officials on a charge of under-valuation. The outcome of the litigation will be watched with much interest, as something like 7,000,000, or 8,000,000 feet of Minnesota lumber have been sold on the Canadian side of the line, on points along the Northern Pacific.

* * *

THE indications are that the shipyards of the great lakes will have plenty to do the coming winter. Thirty-five boats, of an aggregate tonnage of 67,330, and cost of $4,635,800, are now under contract to be built and the list will probably be increased by a half a dozen other craft. A marked feature is the great changes from sail to steam and from wood to steel. Of the tonnage under contract less than one-fifth is for sail and tow, and this is intended mainly for the lumber trade.

* * *

A LEADING feature of the Toronto exhibition was a band saw mill, cutting lumber from oak, ash, hemlock, and pine saw logs. By the use of this mill six boards are sawed where five were only got by a circular mill. This mill is very simple, easy to run, while the power required is fully one-half less than a circular. The lumber is better cut and in cutting one million feet of lumber 165,000 feet is saved in sawdust alone. The mill was shown by the Waterous Engine Works Co., and is the outcome of many years experience.

* * *

MESSRS. Lewis Bros. & Co., Montreal, dealers in shelf and heavy hardware, paints and oils, have removed to the large five storey cut-stone building, 453 St. Paul street, which has been remodeled specially for them. This firm is doing a fine business, which is being largely augmented, as they keep five first-class travellers on the road. They are the Canadian agents for "The New Improved Peavey Patent Cant Dog," the lighest, strongest and most practical "Cant Dog" made.

* * *

THE curator of the estate of William Little, of Montreal lumber merchant, insolvent, is inviting tenders for the purchase of 14,550 acres of timber and agricultural lands in the county of Compton, Que. Also one-fifth conditional interest in 23,000 acres of timber land on Vancouver Island, B. C., said to be heavily timbered. Also 11,040 acres of timber and grazing lands in Florida, U. S. Also a small tract of land in the city of Three Rivers, Que., with a portable mill theron.

* * *

THE Canadian Pacific Railway will place a fast mail train on the road from Halifax to Vancouver as soon as the St. Lawrence season is closed. No passengers will be taken; and it is to run from Vancouver or Port Moody, B. C., to Halifax—from the Pacific to the Atlantic—in four and a quarter days. It was requested by the Imperial government for the speedy transit of the English mails which passes between this country and China, Japan, Australia, and ports in the Indian ocean where there are English interests. Fourteen locomotives will be run, each doing about 250 miles.

EXCHANGE ECHOES.

Eureka, Cal., Times.

The redwood does not grow north of the California line. Its largest body, amounting to 500,000 acres, according to estimates, is in Humboldt county, extending about fifty miles north and south of Humboldt bay. This body contains more timber than all the other redwood forests in the state. Redwood has been manufactured on Humboldt bay for thirty-five years, the present output being 200,000,000 feet in a year. Most of the lumber is marketed in San Francisco and the interior valleys of the state—though considerable shipments have been made to Australia, the Pacific islands and the west coast of South America. But with the exception of Eureka, the coast towns are built up in large part with other woods, redwood being mainly employed for finishing purposes. Eureka, however, is built up with redwood almost entirely, and is claimed to be the only city on the coast of any age that as not suffered seriously by fire. All the cities that have been swept by fire were constructed mainly of fir—so-called pine.

Timberman.

The towing of immense log rafts through the lakes is very likely to result in serious legal complications because of their disturbances of buoys, and consequent danger to vessel property. Navigators are already experiencing considerable difficulty from this cause and threatenings of resort to law for redress are not infrequent. The buoys at Port Huron, at the mouth of the Saginaw river, and at other places on Lake Huron, have been moved a considerable distance and some of them have been carried off by the monster rafts towed from Canada and the upper peninsula of Michigan. A number of these removals of buoys are attributed to carelessness.

Northwestern Lumberman.

The enormous amount of machinery for saw, shingle and planing mills that is constantly being turned out and sold might be taken as evidence that, rapid as has been the rate at which timber has been converted into lumber and shingles, the thirst for money was so great that lumbermen was multiplying and reaching out, and that the standing timber was bound to go faster than ever, in spite of all that could be said. Such a view would be only partially correct. True it is that men are ambitious to make money where it has been made before ; thus old plants are enlarged and new ones established. But the opening of new regions—not only in the south and on the Pacific coast, but in parts of the northwest where railroads have tapped bodies of timber not hitherto accessible—accounts for a large part of the demand for new machinery. Nor is this all. The improvements being made all the time in mill equipments result in the replacing of much old machinery with new. Most lumbermen are wide-awake, and they want the best appointments of all kinds. New mills go in fast, but the rapidity with which the country fills out and expands calls for some increase in facilities for lumber manufacture, the trouble being that where there is a promising opening for manufacture the thing is pretty sure to be overdone.

Timberman.

In all the history of progress and development, so far as machinery for industrial pursuits is concerned, there is possibly no line so marked by advancement and perfection as that of wood-working machinery, noted in every line and feature, from that which takes the monstrous sawlog from the mill boom, transfers it to the mill, passes it through all the varied and numerous ramifications until it emerges from the monstrous industrial hive in the form of the best grades of lumber possible of extraction, untouched by human hand from entry to exit, except to pile it on the truck, down to that which manipulates the lumber into every conceivable device, even from the complete building ready for shipment to the diminutive match and tooth-pick. In no line of industry has American inventive genius evinced such wonderful accomplishment as is displayed in wood-working labor devices.

CASUALTIES.

Willie Dunn had three fingers of his left hand cut off by a circular saw in the big mill at Deseronto recently.

Pierre Leduc, of Ottawa, while at work in the Kippewa limits, recently, had his thigh badly fractured by a fallen tree, and narrowly escaped losing his life.

Mr. Berieault, working at E. B. Eddy's mills, Hull, Que. had three of his fingers on his right hand cut off by a circular saw, Sept. 27th.

Mr. Wm. Read, employed at Doherty's mill, Rock Forest, Que, while reaching over a butt saw to clear away some sawdust, had his arm nearly severed between the elbow and the wrist.

A young man named George Hargreaves was killed at McCormack's camp, Maple Island, Parry Sound District, on Sept 27th, by a tree falling on him. The young man was a stranger and had only arrived there four days before he was killed.

The boiler in John Durvey's shingle mill, Lindsay, Ont. exploded on Oct. 10th. John Poles, the engineer, the only person on the premises at the time, was killed. The place was leveled to the ground.

Louis Boulanger, a Frenchman from Lower Canada, when on the way to the C. Beck Manufacturing Co's lumber camps at Spanish River, fell off their steam barge Chamberland and was drowned.

FIRE RECORD.

Fire at Brockley & Douglas' mill, Manistee, Mich., last month destroyed over 1, 000,000 feet of lumber and 300 feet of docks and tramways. Loss $125,000.

One of the dry-kilns, with sixteen carloads of lumber and the blower, at the Canadian Lumber Cutting Company's mill, Belleville, was consumed recently ; loss $2000.

A fire in Cook Bros. lumber yard at Serpent River, Ont., Oct 12th, burned 14,000,000 feet of lumber. The stock was insured for about half the loss.

Cartwright's mammoth lumbering establishment at Horton City, Pa. burned Oct 11th. Over 15,000,000 feet of lumber was consumed. Loss $175,000.

F. Lambert & Co's saw mill at Disraeli, Que., burned Oct. 13th. Loss about $12,000.

AMERICAN AND CANADIAN LUMBER.

[Bradstreet's.]

Experts in forestry as a rule have intimated if not asserted directly in their discussions that the supply of choice lumber in the United States is nearer exhaustion than the Canadian stock. This view is broadly controverted by Consul Hotchkiss, of Ottawa, who says that if he were asked whether Canada or the United States would probably be the first to reach the end of supply of marketable commercial woods, he would reply unhesitatingly, that Canada must first face these conditions. Mr. Hotchkiss believes that it is "safe to say" that the encroachments upon the Canadian pine, in particular, are serious, and that by the process of culling, in order to meet the English demand for clear lumber, the forests of the Dominion have become so reduced that the greater part of the output hereafter will be found available for the markets of the United States only. The English market maintains a peculiar demand for quality and shape, and takes only the product of the choicest trees.

The consular report to which reference is made was written in February, and appears in the August pamphlet. It would have been more timely in one respect if published earlier. Reporting on the Canadian export tax on logs, Mr. Hotchkiss says that he learned that the order-in-council of last November increasing the duty on pine logs sent out of the Dominion from $2 to $3 per 1,000 feet would on no account be rescinded ; on the contrary, "if $3 per 1,000 did not work as a preventive to timber going out to the States, an additional advance would be made until the prohibitive point would be reached," Nevertheless the Dominion government within three months has reduced the duty again from $3 to $2 per 1,000, the latter rate having been in force from 1886 until November, 1888. Prior to 1886 the tax was $1 per 1,000 feet.

The Canadian export tax on logs is purely a protective duty, and is intended as an offset for the United States duty on sawed lumber. Whenever lumber is put on the free list of our tariff, either directly or by a treaty of reciprocity, the export duty on logs on the other side of the boundary will at once be remitted. The Canadian government argues naturally on the whole that American capitalists who are protected by an import duty on Canadian lumber ought not to complain of a corresponding export duty on standing timber which they buy in the Dominion. In former years large quantities of logs were shipped by American lumbermen from Western Ontario across Lake Huron to Michigan mills, but the business is hazardous and expensive. In 1887 6,350,000 feet of logs, all told, were exported from Canada to the United States, but in 1888 only 468,000 feet. The value of the timber even in the former year was less than $50,000, while $335,000 worth of pine logs and round and manufactured timber was imported into Canada from the United States. This stuff went mainly from northern Minnesota. A considerable part of the imports from the Dominion moreover usually consists of long round timber not desired for lumber and worth more than sawlogs. As a protective duty the Canadian export tax is a success in so far as it checks the exportation of logs. The cost of collection, however, is said to be greater than the revenue obtained.

Forests in Canada, it should be understood, cannot be bought outright for the purpose of getting possession of the timber standing thereon as in the northwestern American states. The "timber limits" are held by lease from the government under fixed regulations. The increase in the export tax last winter naturally enough put a stop to cutting logs for exportation. The American lumbermen who are engaged in the business were not greatly exercised over the former and present $2 rate, but could not do business while $3 per thousand feet was levied. Mr. Hotchkiss reports sales of pine leases in 1888 to the amount of $2,000,000, of which amount nearly $500,000 was invested by Americans, but this was all prior to the increase in the duty.

Great quantities of logs cut in Maine are floated down the St. John river every year to be converted to lumber in the mills of St. John. This lumber is then brought back to the United States free of duty. During the last three years from 106,000,000 to 115,000,000 feet of logs have been exported annually in this way, chiefly pine, spruce and cedar. The New Brunswick mills in which the logs are cut up are supposed to be owned exclusively by American citizens, though Canadians of course do the work. These operations are carried on under a treaty which was ratified in 1842. In the fiscal year 1888 the value of the lumber imported free, having been sawed under the above regulations in New Brunswick, was $1,164,865. American and Canadian lumber at St. John differ in price approximately by the amount of the import duty.

THE VALUE OF OUR FORESTS.

[Empire.]

Intimately connected with this question is the indifference shown for a number of years past by the Ontario Government as to the absolute necessity which has existed for greater care in the sale of timber limits and better management of the provincial forests, if we are to be eventually saved from the scarcity which now threatens the Northern States of the Union.

A very important point in this consideration is the fact that as the timber of the United States decreases in quantity, ours will increase in value, thus proving that in this, as in so many other cases, Canada's day is coming. A hundred years ago throughout Maine, Vermont, New York, New Hampshire, and Pennsylvania, Michigan, Wisconsin and Minnesota, were to be found vast forests, and immense timber resources, while all claims and pretensions on behalf of these States as timber-producing regions, have now to be finally abandoned, and the people are obliged to look for their supplies from California, Oregon, Alaska and Canada. The chief of the forestry division of the United States, reported a couple of yeare since, as follows :

" Leaving out of consideration the forests of the Pacific slope, the balance of forest land in the United States, it is believed, cannot long meet the enormous demands on its resources. " * * * " We are nearing, therefore, a time when regard to the husbanding and the careful management of our forests is required for the purpose merely of furnishing new material. "

That we have in Canada enormous resources of timber of all kinds, hardly requires repetition, but it is well to bear in mind that our forests are liable to the same influences which have so entirely depleted those of the American Republic. During the last census year in the States—1880—there were over, 960,000 acres burned over, with an estimated loss of more than eight million of dollars. The figures of Canada are not obtainable, but they must have been proportionately great.

The United States Government has considered this subject of such importance as to warrant the issuance of instructions to special timber agents to " Use all possible means to check the progress and extinguish forest fires in their respective districts, and to employ assistance, and if necessary, expend a reasonable sum for such purpose. "

In view of the importance of the question ; the fact that lumber is an ever-increasing branch of our export trade ; and that we may yet be called upon to provide the entire continent with its timber supplies, it would seem to be the duty of every man who has to do with our forests to exercise a wise care in the management or control of what will some day be of immense value.

THE NEWS.

ONTARIO.

—Hillock & Kent, lumber merchants, Toronto, have dissolved.

—The mills at Severn Bridge will soon be shut down for the winter.

—Jeffray Graham, Novar, offers his saw and shingle mill for sale.

—C. Anderson, saw mill operator at Little Current, is offering to sell out.

—J. P. & J. J. Pearson, lumber dealers, Owen Sound, have assigned.

—Conlon's mill, at Little Current, recently cut 120,000 feet of lumber in one day.

—N. Z. Mousseau, Belle River, is putting another boiler and engine in his mill.

—Knight Bros., sash and door factory, Burk's Falls, are very busy filling orders.

—Ainslie's stave mill, at Comber, which has been shut down, has resumed operations.

—Leishman & Son and S. Brown, Bracebridge, have closed down their mills for the winter.

—The shingle department of the Cedar mill, Deseronto, is running full blast in order to fill orders.

—T. H. Thompson, lumber, coal and wood dealer, Toronto, has sold out his lumber business.

—The Georgian Bay Lumber Co., have transferred their pay office from Gravenhurst to Waubaushene.

—Messrs. Geo. Copeland & Son, Penetanguishene, are putting in a circular saw in their water power saw mill.

—The Georgian Bay Lumber Co. recently filled a contract for square timber for England consisting of 837,071 feet.

—James Johnston, lumber dealer, Skead's Mills, is said to be embarassed, the bailiff being in possession of his property.

—E. B. Colboy, Hepworth, is doing an extensive business shipping telegraph and telephone poles to the American market.

—Graham, Horne & Co., of Fort William, are putting in a new boiler and other machinery in their mill at Vermillion Bay.

—Burland & Co., lumber dealers, Toronto, are shipping considerable quantities of hardwood lumber to the United States.

—Mr. Ned Moore has purchased from R. Hurdman a timber limit of 42 square miles on Garden River a tributary to the Kippewa, for $65,000.

—The Thunder Bay River Boom Company has rafted to the various lumber and shingle mills at Alpena, Mich., this season 1,115,104 logs which scaled 111,848,640 feet.

—James Dollar's shingle mill at Brunel closed down on Sept. 30th, having run 10 months and 10 days without losing an hour, and the cut from start to finish averaged 29¼ M per day.

—It is reported that the Ontario government will rebuild the dam at the outlet of the Lake of the Woods, on the Winnipeg river, which was carried away a couple of years ago.

—It is rumored that a company are contemplating building extensive pulp mills at South River, Algoma, as there is a large quantity of pulp wood in that neighborhood and within easy reach of the river.

—Wages for work in the woods in the Ottawa district are, for scorers, from $35 to $37 a month; liners, $40 to $42, while a number of hewers have been engaged at $60. General hands are offered $20 to $25.

—Davidson & Hay's new saw mill at Cache's Bay has commenced operations. It is beautifully situated on an arm of Lake Nipissing, and is one of the best equipped mills in Canada, being fitted up with the most approved machinery.

—The Crescent Manufacturing Company, of Detroit, Mich, owning limits in Lambton County, Ont, have since the first of July succeeded in getting from the stump to the tramway by tracks six thousand logs, aggregating 1,050,000 feet of lumber.

—The Rathbun Company have recently secured about eighty-five square miles of valuable timber limits on the head waters of the River Trent. The company have also made purchases of large quantities of wood and other material along the extension of the N. T. and Q. railway.

—The claim of the St. Catharines Milling and Lumbering Company against the Dominion Government for damages on account of the Government's failure to maintain them in possession of certain timber limits, will be tried before Judge Burbidge in the Exchequer Court on the 5th of this month.

—An Arkansas firm is advertising at Ottawa for 100 men to go into the woods in that state. The wages offered are for choppers and teamsters, $22 a month and board; liners and blockers, $26 to $28; hewers $40 to $45. The firm offers to furnish railway tickets from Detroit to Corning, Ark.

—Bronson & Weston tested a new hoisting machine at the Rockcliffe pilling grounds on Oct 12th. A scow with 10 car loads of lumber was sent down from the mills and the lumber safely and satisfactorily lifted from the scow to the level land above, an incline of 400 feet. The height from the surface of the ground is 40 feet.

—Messrs. McCuaig & Morehead, of Ottawa, have purchased Mr. E. B. Eddy's limits, with plant, &c. at the head of Lake Temiscamingue, comprising about 135 square miles of territory, situated partly in Ontario and partly in Quebec. They will commence at once the work of taking out square timber. The price paid for the limit is in the neighborhood of $40,000 cash.

—The Big Mill of the Rathbun Company, Deseronto, recently cut in six days 609,000 pieces of lath, an average of 101,500 pieces a day. The largest cut made in one day was 109,000 pieces. All previous records were broken by cutting 49,000 pieces on a single machine in one day. The largest output in six days last year was 409,000 pieces, being an average of 83,166 pieces.

—A monster raft consisting of 550,000 feet of timber, owned by Mr. J. B. Grier, of Ottawa, was recently shipped from that city to Kingston, via the Rideau canal. The raft was principally composed of hemlock, and will be used in the construction of the dry dock being built at Kingston. The trip occupied five weeks' time, and the raft was the largest that ever went through the Canal.

—The value of exports to the United States from the Port of Deseronto for the quarter ending Sept. 30th, 1889, was $153,981, made up as follows: barley $3,611; charcoal $2,485; cedar, $107; flour $85; fish $109; houshold goods $930; heading $1,484. lath $7,125; lumber $93,342; mouldings $1,708; pickets $174; personal effects $150; posts $6,135; telegraph poles $119; strips $12,566; slats $338; shingles $10,604; ties $12,909.

—A company is being formed at Orillia to manufacture special machines which are the invention of Mr. Robert Lloyd of that town. These comprise two improved shingle machines; two other machines designed to utilize the waste of large mills by converting it into shingles, headings and box stuff; an improved saw carriage for lumber mills with steam feed for same; a new automatic cut-off steam engine, and another engine designed for either stationary or portable use.

—Hepworth, for a small town, has been doing a lively lumber business this season. During the season there has been shipped from the station 11,000,000 feet of sawn lumber, 7,000 cords of tanbark, 10,000 cords of cordwood, 9,000 telegraph poles, 2,000 cords of cedar block paving, besides slabs and dimension timber, or an average for every day in the year of 25 cars. Business men claim that through the inability or indifference of the railway company to furnish cars, the volume of business would be much greater.

—The White Fish River Improvement Company, with a capital of $15,000, is applying for an act of incorporation for the purpose of constructing slides and booms and other improvements to render possible and facilitate the passage of timber and logs down the White Fish river, in the Algoma district which enters Lake Huron near La Cloche island. The obstructions to be overcome consist of seven rapids and cataracts, with an aggregate fall of 167 feet, all within 10 miles of the mouth of the river. John Charlton, M. P., Thomas Charlton, J. C. Wells, Allen Francis and J. H. Francis are the provisional directors.

—Lumbering operations in the neighborhoood of McKellar, Muskoka, have been quite brisk this season although not quite so brisk as last year. S. & J. Armstrong are getting out about three million feet for the Midland and North Shore Lumber Co., and John Thompson about one and a half million for the same firm. The Georgian Bay Consolidated Lumber Company are getting out a large quantity of board timber. Burton Bros. and Chew Bros. are putting in camps. The farmers have good crops and hopeful of good markets with the lumbermen. S. & J. Armstrong are making preparations to take out some basswood, black ash and other timber for their own mill.

—The Wm. Hamilton Manufacturing Company are busily engaged in turning out orders for mill machinery. They have orders ahead for ten boilers and three engines, with accompanying saw mill machinery. They are shipping this week the machinery for a large sawmill to Arnprior, and Mr. Wm. Hickey, one of their men, is in Richibucto, Que., engaged in setting up machinery for a large saw mill. The Company are working now upon an order for an engine and three boilers, and a refuse burner, for a saw mill on the Pacific Coast. The works are running steadily to supply the demand, and some new machinery has recently been added, one piece being a 30-foot lathe from Bertram & Sons, Dundas, the largest of the kind in Canada.

—From an official return just published by the Dominion Government we find that in the item of forest products, timber and lumber, exported during July and August, there was an increase of $2,866,370, or 43 per cent. as compared with the corresponding months of 1888, and 63 per cent. as compared with 1887. The total export of timber and lumber during July and August last was $9,484,667, or 45 per cent. of the total quantity exported from the Dominion during the 12 months ending June 30th, 1888. Exports of timber and lumber during July and August, 1888, amounted to $6,618,297, and in 1887 to $5,827,279. The exports of the forest during July and August of this year, amount to 47 per cent. of the total export of products and manufactures of every sort from the Dominion during the months indicated.

—The following is the last published statement of the Dominion government showing the ratio of timber taken out in each of the several provinces, to every 10,000 acres of area:

	CUBIC FEET.					FEET.
	WHITE PINE.	RED PINE.	OAK.	TAMARAC.	BIRCH AND MAPLE.	PINE LOGS.
Prince Edward Island	11.1	2.5	1.3	82 5	686.5	38.5
Nova Scotia	92.9	26.7	17.0	79.2	410.5	371.9
New Brunswick	75.2	18.3	1.9	147.4	200.3	377.9
Quebec	400.8	54.2	4.9	224.2	530.7	477.1
Ontario	1883.3	283.9	836.7	232.7	94.1	2295.4
Manitoba	0.2	.....	17.9	4.1	....	1.8
British Columbia	89.0	0.8	....	....	1.1	36.5
Northwest Territory	0.1	.....	....	0.1	....	....
The Dominion	87.0	11.7	25.5	20.9	19.8	1107.1

—A law suit involving thousands of dollars has just been heard in Toronto between two well known firms in Muskoka, viz: Burton Bros. and the Ontario Lumber Company. Both companies have timber limits on the Georgian Bay, the license of the Ontario Lumber Company covering the Islands, and that of Burton Bros. covering portions of the main shore only. The Ontario Lumber Co. operated on, and removed the pine, from what they claim is an island in their limit. Burton Bros. claim that it is no island, but a point which their license covers, and sue for some $15,000 damages. Able lawyers were employed and witnesses were examined and re-examined for several days, and yet the Judge could not determine whether the piece of land in question is a point or an island. To settle the matter, we understand, he and the lawyers will visit the "disputed territory." and see for themselves. So far as we can understand it is both an island and a point, according to the height of the water. It will no doubt be a fine question to settle even after careful inspection.

—In order to facilitate the passage of barges from near the Chaudiere falls, and obviate the booming out of barges to keep them from running on the rocks near Bronson & Weston's dock, Messrs Murphy & McRae, forwarders, decided to build a dam where the sluice runs out at a great rate of speed from between Perley & Pattie's upper lumber yard, and Bronson & Weston's. A dam of oak was accordingly constructed and towed down to the intended spot. The effect, however, was not what had been anticipated. Instead of the water being headed off, leaving a peaceful haven below, the height of the stream was increased and Bronson & Weston's dock was flooded. Stop logs were put in and Messrs. Pierce & Co., Bronson & Weston, McRay & Co., and Merrill's foundry all closed down to open sluices and stop the pressure of water. It became evident that the dam must be removed, and it was determined to blow it up with dynamite. This was done, and the channel opened. Accident did what design could not. In the operation of blasting, a large mass of the dam swung around to the off side of the sluice and settled down so as to form a breakwater, dividing the currents and completely doing away with the dangerous swirls and eddies.

BRITISH COLUMBIA.

—Another large lumber mill may be built on the Fraser river next spring. It will be nearly opposite the Ross-McLaren mills and will be as large as any in the province.

—The Brunette Sawmill Company (Ltd), New Westminister, is cutting 8,000,000 to 10,000,000 feet, in addition to which they are turning out large quantities of shingles, lath and pickets.

—The Revelstoke *Star* says there is a bonanza better than a gold mine for the person who will establish a saw mill at that place. The banks of the Columbia river are lined with cedar, hemlock, fir, spruce, pine, etc. Navigable water for floating logs to Revelstoke, etc.

—The Vancouver *World* says the Vancouver Shingle Mill owned by G. F. Slater, recently cut 125,000 shingles in ten hours.

—The saw mill at Cowichan, B. C. which has been idle for several years, has started up again. It has a capacity of 30,000 feet a day.

—W. J. Macauley, president of the Chemainus Sawmill Company, states that the company has decided to build its new mill at Chemainus.

—Andrew Haslam and A. E. Lees, owners of the Nanaimo saw mills, Nanaimo, B. C., have dissolved partnership. Mr. Haslam has purchased the entire interest of his partner in the mills. It is the intention of Mr. Haslam to further increase the capacity of the mill by the introduction of new machinery. Mr. Lees, it is said, will embark in business in Alaska.

—Last year the cut of logs in British Columbia was estimated at 100,000,000. The estimated output for this year is placed at 125,000,000, feet. Along the coast between the Fraser river and Port Neville there are now twenty camps and two on Howe Sound. The number of men employed in connection with the camps is placed at 600, which, with the same loggers scattered along the coast will probably make a total of 700 men who are cutting logs for the various lumber companies in that province.

—The Royal City Mills, New Westminster, are under the general management of Mr John Hendrie, who with his partner, David McNair, established them in 1878, adding to them from time to time until they are now cutting 15,000,000 feet. The shingle mill is in a separate building, in it are two machines of Toronto make cutting 30,000 feet each per day from the famous cedar of the coast. The company has also an extensive sash door and blind factory in which doors of cedar, sash of sugar pine, cedar and fir, and house finish of all these woods, and also of native maple, alder and yew is turned out in artistic styles.

NEW BRUNSWICK.

—The Restigouche Spool Company (Ltd) has been incorporated with a cash capital of $12,000, for the purpose of manufacturing and dealing in spools, and all kinds of wood and lumber.

—Exports of lumber, deals, etc., from St. John, N. B., during September show an increase of from $147,843 to $250,302, as compared with the carresponding month of 1888. The shipments were : Scantling and boards, 2,715,392 feet ; deals, 17,095,717 feet ; deal ends, 738,133 feet ; birch timber, 610 tons ; pine timber, 7,200 tons ; palings, 38,285 ; lath, 8,170,300 ; piling, 1,637 pieces ; shingles, 2,909,576 ; spruce timber, 7,502 feet, and clapboards, 13,425 feet

—The rise in the rivers has given a new impetus to lumbering in the Province along the Nashwaak and the logs are getting down in fine style. The Marysville saw mills are again at work and will continue sawing the balance of the season. The demand for lumber is strong with a rising market. The St. John *Gazette* announces that Mr. Alex. Gibson recently paid $12 a thousand for 120,000 piled at Pleasant Point. No man in the Province better knows the value of lumber.

MANITOBA AND THE NORTHWEST.

—Fires have destroyed a large amount of timber 60 miles above Edmonton.

—J. Sanderson will erect a new saw mill at Prince Albert, Saskatchewan territory.

—R. T. Goodfellow has sold out his interest in the sash and door factory at Prince Albert, to his brothers A. and W. B. Goodfellow.

—A timber limit located on the Assiniboine river, near Port Pelly, was recently sold at auction in Winnipeg. It brought $3,000.

—R. Sutherland & Co., of Winnipeg, have purchased the entire stock of lumber of Curtis & Lawrance, of Motley, Minn., amounting to 2,000,000 feet.

—D. W. Cummings, of Birtle, Man., has disposed of his banking and lumber business to R. Gibson, who has been for some time connected with Mr. Cummings in the lumber branch of his business.

—The Elkhorn Lumber Company, Elkhorn, Man., has sold out to I. Broadley. Mr. Broadley has the masonry foundation laid for his new warehouse which will be sixty feet by thirty, two stories.

—The Manitoba *Gazette* contains notice of application for the incorporation of the Western Lumber Company, with headquarters in Winnipeg, and a nominal capital of $50,000. The applicants are Messrs. W. B. Scarth, M. P., W. E. Macara, and A. Burrows, Winnipeg ; and Shields and John Montgomery of Toronto.

AMERICAN.

—The Buffalo Lumber Exchange now has 35 members, all wholesale.

—Some of the red gum from Arkansas and Tennessee is so red that it resembles cherry.

—Yellow pine, says the New York *Herald*, is as saleable as cotton, and as good as wheat.

—It is stated that the big barge Wahnapitae is billed to carry on her next trip 3,000,000 feet of lumber from Duluth to Tonawanda, the largest cargo she has ever had on.

—Forest fires are raging in the Mission Creek country north of Hinkely, Minn. Pine, hay, and lumbermen's supplies have been destroyed for miles around. Fires have also raged at the north of Snake River and at Pine City.

—A raft containing 5,000,000 feet of Canadian logs, belonging to Smith Bros, of Bay City, Mich, went ashore on Fitzwilliam island in the Georgian Bay, during the terrific gale early last month. The raft was worth $50,000 and was badly broken up.

—The box factory business is assuming magnificent proportions in the cities on the Saginaw, in response to the demand for the finer manipulation of lumber, and millions of feet of the product are being thus transformed which was formerly shipped in the rough. Over 2,000,000 feet were recently sold in a single transaction for the purpose.

—The lumber output of the mills on Muskegon lake, Mich., this season will fall short considerable of the output of 1888. A manufacturer who is well acquainted with the mills on the lake and their work up to date, estimates the total cut at $482,000,000 feet. The shingle cut will be approximately 300,000,000. In 1888 the shingle output was in round numbers 500,000,000.

—Unicoi county East Tennessee, has no superior, if indeed an equal in any state or Territory in the United States. There can be found poplar in great abundance, from two feet up to four and five in diameter—some trees that will cut from six to eight thousand feet of lumber per tree. Ash, cucumber, white oaks, and chestnut oaks are in great abundance. Chestnut, white and yellow pine, lynn, cherry, mahogany, birch, locust, beech, sycamore, cedar, spruce, pine, hickory, some black and white walnut, sugar maple, sweet and black gum, and many other varieties of valuable timbers, all of virgin growth, and accessible to creeks and rivers, cabable of cutting thousands of million feet of lumber.

—The largest sale of the season was made at Bay City, Mich. recently. It consisted of 8,500,000 feet of lumber made by Charles Mathinson for R. G. Peters to Stewart Bros., of Buffalo, N. Y. The stock was held at $24, and at this rate would in the aggregate amount to about $190.000. The logs came from Georgian Bay, and was the first installment of the 28,000,000 feet of Superior logs to be received by Peters. The contracts for sawing them were awarded to four different Saginaw valley mills. It is some of the finest white pine lumber to be found in the valley, and will be shipped immediately. This clears up all the Peters lumber sawed, though it is expected there will be some 6,000,000 more manufactured before the close of the season.

EDITORIAL JOTTINGS.

We owe our patrons an apology for the late appearance of this month's issue. It was occasioned by an unavoidable delay in getting our paper, a difficulty over which we had no control.

* * *

The Ottawa lumbermen have undertaken the task of clearing the entrance to the canal of sawdust. In two days 400 feet square by 5 feet deep, or, in other words, 30,000 yards of sawdust were scooped into the main channel.

* * *

It is announced that the Department of Crown Lands at Quebec will hold a large public sale of timber limits sometime during the month of December. We hope to be in a position to give our readers full particulars in our next issue.

* * *

The Grand Trunk Railway Co. has contracted for 1000 new cars to facilitate the lumber and grain shipments. It is to be hoped that ere very long the complaints of the lumbermen on the car question will be found no longer necessary.

* * *

Mr. A. A. Scott, of the well-known lumber firm of Scott, Scott & Co., Toronto, was a welcome caller at this offiee during the month. He was on his way home from the Midland district where he had been making purchases. He reports business fairly good.

* * *

Among the recent callers at this office we have pleasure in mentioning the name of Mr. W. S. Robertson, of Messrs. Porter, Robertson & Co., wholesale lumbermen, Toronto. This firm is in need of 500,000 feet of good cull Basswood, a fact which parties holding such stock would do well to note.

* * *

The Dominion Government has refused the petition of Peterborough saw mill owners in regard to throwing saw-dust in the Otonabee river. Inspector Gilchrist, of Peterborough, has received fresh instructions from the department of Marine and Fisheries to see that the fines imposed by the magistrates are collected, and also to continue prosecutions as long as the mill-owners violate the law. The Government is evidently determined to enforce the law regarding sawdust in streams, so far at least as it refers to the Otonabee river.

* * *

Messrs. W. R. Thistle & Co., Pembroke, Ont., in order to wind up their business, are offering for sale their saw milling properties, timber limits, etc. The milling property consists of the Pembroke mill, with lath and shingle mills, boomage and piling grounds. The timber limits to be sold with the mill are known as the Forks limit, between the north and south branches of the Petewawa, containing about 12 square miles, the Chalk river limit, about 35 square miles, and the Indian river limits, being that portion of the limit in the water shed of the Indian river containing some 50 square miles, or making in all about 95 square miles to be sold. With this property there will be sold two and a-half miles along the rear of limit of License No. 151 of 1888-9, about 10 square miles, and about 2,500 to 3,900 white and red pine logs on the lake at mill. The rear of Indian river limit licenses, Nos. 151 and 152 of 1888-9, will be sold separately in two parcels of about 15 square miles each. For further particulars see advertisement on another page of this issue.

CORRESPONDENCE.

THE HARDWOOD LUMBER TRADE

Durham, Ont, Oct. 23rd, 1889.

Editor Canada Lumberman.

This section is principally interested in hardwood lumber, composed of maple, beech, birch, rock elm, soft elm, basswood and cherry ; also hemlock and cedar. Your paper does not give the attention to those kinds of lumber we would like. We think it would be mutually profitable, to you and to the saw mill men of western Ontario, which is principally interested in the lumber mentioned, if you gave more space to the hardwood lumber trade than you do. We find a great deal of difficulty in getting the names of dealers in the different towns and cities, and also a difficulty in knowing the sizes required.

A very small export trade is being done at present with Britain. Is there no way that some move could be made? Again, on the American side, prices vary very much. Is there no way in which saw mill men can ascertain these changes so that we may know the best sections to try to sell the different kinds? Again, there are more culls in the hardwood timber than there are in soft timber. Can any information be given as to the best mode of disposing or utilizing them ?

We have two saw mills, the new one was built last winter by the Waterous Engine Works Co., of Brantford, and is one of the best equipped mills for cutting hardwood that we know of.

We hope that you will not feel amazed at our criticism, for our object in doing so is wholly business.

If at any time we can be of any use to you in giving you any information on the matter we will gladly do so.

N. G. and J. McKechnie.

[We thank our friends most cordially for their timely criticism, and the matters referred to shall in

the future receive our attention. We are always glad to hear from any of our subscribers when they have information to give, or suggestions to offer in the way of business.—ED.]

MADAWASKA, N. B., Oct. 20th, 1889

Editor Canada Lumberman.

There is more than usual activity in the lumber interest, our lumbermen are waking up, and from all appearances there will be a greater output in the spring, providing we have a favorable winter; but owing to the scarcity of lumber, it is possible that the increase may not be much larger than in former years. Our cedar is being rapidly slaughtered, and our woods will soon be denuded. Considerable lumber came down from the upper streams during the raise of water, but too late to risk a drive to the booms. Most of it is lodged along the shores where it is likely to remain until next spring.

Many new buildings are going up in our county, and quite a number of natives are returning from Montana and other parts of the States, saying that Madawaska, with all her faults, is good enough for them.

I am of opinion that many of our lumbermen will fall short of their calculations. Lumber chances are scarce, wages high, and if unfavorable weather should interfere, their margin of profit will be very narrow.

The Ward steam mill was put up for sale and bid in by the mortgagee, and it is not known what will be done with it.

The Grand Trunk line to Moncton is progressing in good style, and hopes are entertained that they will soon put it through and open up the best portion of our province. It requires railroads to do it.

P. O. BYRAM.

LUMBERMEN AND THE G. T. R.

TORONTO, Oct. 5th, 1889.

Editor Canada Lumberman.

DEAR SIR.—After reading your editorial anent the miserable service accorded the lumbermen by the G. T. R. Company, I can fully endorse all you say and then one tithe of the whole truth has not been told. Some time ago a deputation of the lumbermen obtained an interview with Mr. Hickson at Montreal, and many of the grievances complained of were presented to him quite forcibly enough to have ensured redress ere this, but up to the present time nothing has been done, and in fact the evils complained of have been growing worse daily, and if the lumbermen have any sand in them they will take such steps before long as will compel the company to give some attention to the wrongs complained of.

I will now give you some of the many complaints we have to make of the treatment we receive at the company's hands. In the first place we never can depend on being able to supply any customer with a bill of lumber in time to complete his contracts, owing to the so-called blockade in the Toronto yard, so that frequently a month passes before a car arrives here after ordering from the mills. Then, again, if we require that car shunted to Parkdale we have to wait the company's pleasure and pay $2 for the service, and this charge is still in force, although Parkdale is now part of the city. The company will send a car to the extreme east of the city without extra charge, but to the extreme west we are forced to pay them for so doing, and if we require a car to Carlton or Davenport (only four miles west of the city) two to three weeks are required to get it there. The facts are the company are so bound around with red tape, that Dickens' circumlocution office will only faintly compare with the company's method of doing their business. Another serious cause of complaint is the differential rates made over their road so that some shippers are able to bring lumber into our city and make nearly a living profit by the difference on the freight alone, and also able to undersell others in the trade. Then, again, one agent will make quotations for shipping to points on the other side of the lake, two cents per hundred less than another agent on an another division, although the distance covered is the same. This discrepancy in rates frequently deprives us of making a sale of what might prove extensive orders. When any complaint is made as to the difference made by one freight agent over another, there is not the slightest attempt at giving any explanation; we are simply and very tersely told that this particular agent has nothing to do with the rates made by the other, although both men are under the control and acting for the same company. Then the matter of weights is another serious difficulty. Why should lumber not be carried by the thousand instead of by weight? The grain men know exactly how much per bushel their grain will cost them for carriage and the miller the same for his flour. The coal and wood dealers are in the same favorable position, wood being carried by the cord, so much for dry and so much for green, and one ton of coal will weigh the same as another ton, but with lumber we know nothing as to cost until it arrives here. If in a cattle car with one or two tons of manure this simply adds to the weight of the car of lumber that is all, and the unfortunate lumberman must stand the whole thing. The earnest prayer of all lumbermen here is that competition to the mills North may soon be an assured fact.

LUMBERMAN.

THE SAW DUST QUESTION.

BRIDGEWATER, N. S., Sept. 20th, 1889.

Editor Canada Lumberman.

DEAR SIR.—We were favored with a copy of your September paper and note your lumbermen have been hauled up for breaking the sawdust law. As we have had quite an experience of that for the last ten years we are interested in its action in other districts. In the greater part of our province the law is a dead letter, the officers, through political influence, not daring to act. On our two nearest rivers in Queen's County, the Liverpool and Medway, the law was suspended, since the whole population contended there was no good in enforcing it, and we are demanding similar treatment.

We did not operate last winter and still have 40,000 logs of our 1888 cut lying in the mill booms waiting for a chance to saw. Other mills on this river were fined severely, paying $100 and having $150 more demanded from one mill for about ten days' work. The small mills working out the last of the timber near them are also suspended, and will have to be abandoned if the law is enforced.

The most exasperating part of the business is that other sections of our province are doing a most thriving business this season without the least interferance, and in the County of Cumberland, as we are informed, over seventeen large mills are running freely. In the face of this the Minister of Marine says he is enforcing the law equally, and poses as a regular Solomon to us, and as noticed by our Ottawa despatch of yesterday, he replied to the Peterborough delegation. I only hope that he may stick to it, and next session of the House will kick both him and the Sawdust Act to their natural end. I enclose a subscription for the paper next year and hope to see this subject settled fairly all around.

Our small scrubby timber will not at present prices stand any more expense, in fact the last six years has been without any profit to very many of our lumbermen who have wasted their timber without anything to show for it, and we cannot see the justice of exempting the only rich men in the trade, as the Ottawa men and Gibson of New Brunswick, and then squeezing all us small fry to death It is just the natural application of the "National Policy," but we are bound to make a howl over it and can change four Nova Scotia counties to the right side should such partiality continue.

FRANK DAVISON.

FORESTRY.

TORONTO, Sept. 27th, 1889.

To the Editor of the Lumberman.

SIR.—The following article, from the New York *Garden and Forest*, is of importance to Ontario; as we have made too many errors of a similar nature in clearing. Perhaps you would allow it space in your columns. It is from the pen of one of the best informed writers in the United States.

R. W. PHIPPS.

FORESTS AND CIVILIZATION.

We might have some real forestry here in the State of New York if we had been sufficiently advanced in the art of living; if we had the interest in the public welfare and the perception of our obligation to coming generations, which are necessary to the development and persistence of civilization. The entire Adirondack Wilderness should have been held permanently in the possession of the state. Then a real school of forestry could have been established somewhere in the woods, and young men could have been trained in the practice of this art, and they could have been employed in the care of the forests and woodlands of other portions of the country. The whole tract of 8000 square miles was originally heavily wooded. The timber could have been cut off as the tree matured, and, of course, should have been so cut off. Nothing could be more absurd than the notion that trees should never be utilized or removed. Whenever a tree has come to its best it should be cut down, and its wood applied to some useful purpose, so as to obtain its value and in order to provide for a succession of generations of trees, and thus for the permanent life of the forest.

If the Adirondack forests had been thus intelligently managed and administered they would now have been for a long time yielding an increasing revenue to the people of the state. The whole population would have been greatly benefited by the reduction of taxation. Every man and woman in the state, would have been richer to-day—would have had more of the means of subsistence and of comfort and happiness than at present. Every child in the state would have been born to a better inheritance, and into more favorable conditions than now. The forests would have been better now than ever before, and they would have gone on increasing in value to the people of the state, with the increasing density of population, and on account of the exhaustion of the timber supply in regions fit for agriculture.

The Adirondack region is not fit for agriculture. No part of it is suitable for any other than forest-conditions, and these should have been maintained forever. It is indeed impossible to disturb these conditions very extensively, or to remove the forests permanently without destroying the regions itself and annihilating everything that makes it of any value. I doubt if an instance of more obvious and complete adaptation of a region to a special and particular use can be found in the whole world. Nature made this region for the permanent and everlasting growth of forests, and this sole and exclusive adapation to a most important function should have been recognized.

As I said years ago, if the Adirondack forests could be saved be legislation, one of the best possible measures would be "An Act for the Discouragement of Agriculture in the North Woods." The lumber business is not by any means the only destructive agency at work here. Tens of thousands of acres, entirely unfit for any use except forest growth, have been stripped of trees, and by cultivation and pasturage have been rendered incapable of reproducing the only crop for which the land ever had any adaptation. It is strange—if any thing in human folly is strange—to see so many people persist in the effort to "farm" where the soil is so meagre, and the country so high and cold, that no profitable return for their labor is possible. The thin film of soil disappears after a few years, leaving only the bare, inert sand or gravel, and as most of the "farming land" here is rolling or hilly, the slopes soon begin to break down and wash away. Great gullies are formed, which grow wider and deeper every year, till vast waterless tracts of shifting sand, or of clay and gravel, varied only by rock-ledges and boulders, stretch before the unhappy traveller where once grew noble forests fed by perennial springs.

The region was meant to be let alone. It has no natural fitness for agriculture. It is pitiful to see the scanty growth of vegetation which the farmer's toil produces here cut off by frosts in both spring and autumn, and in many places, even in the middle of summer, while in the Southern States of this country there are millions of acres of fertile soil lying untilled beneath most genial skies. The effort to farm these inhospitable lands has also been the source of a large proportion of the fires which have destroyed so much of the remaining forest. Land is cleared by being burned over, and in a dry time the fire extends from the fallow to the woods, despite the best efforts to keep it within bounds, and it is a common saying in the woods that such a conflagration is often a convenient accident for the farmer, as he plants corn the next spring in the burned woods without any clearing whatever, and raises a crop in the ashes. A great deal of the "farming land" here has been brought into cultivation in this way. It is all from beginning to end, a most wasteful and suicidal progress, and the inevitable end, the ruin and disappearance of the soil itself, is speedily reached. Man has no power to create a new world. He has not yet learned how to take care of the one which he inherits, but his ability to wreck and exhausts is very great.

J. B. HARRISON.

TRADE REVIEW.

Toronto, Ont.

TORONTO, Oct. 31st, 1889.

The approaching end of the season of navigation has perceptibly enlivened the lumber trade at this point during the month. Wholesale dealers have experienced considerable activity from western Ontario and from the eastern States in orders for shipment by water. The business done, however, has been strictly limited to the immediate requirements of the purchasers. Customers show very little disposition to anticipate future trade. Prices have ruled steady and there is not much likelihood of a decline this fall. There has been a fair demand for all sorts of building lumber for the city trade, and bill stuff at the present time is active and prices are stiff. There is still a large amount of stock, this season's cut, which has not yet changed hands, and it is probable that many manufacturers will have to hold their lumber for some time to come.

CAR OR CARGO LOTS.

1¼ and thicker clear picks, American inspection	$33 00@35 00
1¼ and thicker, three uppers, American inspection	40 00
1¼ and thicker, pickings, American inspection	30 00
1x10 & 12 dressing and better	20 00 22 00
1x10 & 12 mill run	15 00 16 00
1x10 & 12 dressing	16 00 18 00
1x10 & 12 common	12 00 13 00
1x10 & 12 spruce culls	10 00 11 00
1x10 & 12 mill culls	9 50 10 00
1 inch clear and picks	25 00 28 00
1 inch dressing and better	18 00 20 00
1¼ inch siding mill run	18 00 19 00
1 inch siding common	12 00 13 00
1 inch siding ship culls	10 00 11 00
1inch siding mill culls	9 50 10 00
Cull scantling	8 50 9 00
1¼ and thicker cutting up plank	22 00 25 00
1 inch strips 1in to 1¼in mill run	14 00 15 00
1 inch strips, common	11 00 12 00
1¼ inch flooring	14 00 15 00
1½ inch flooring	14 00 15 00
XXX shingles, 16 in	2 20 2 30
XX shingles, 16 in	1 20 1 30
Lath, No. 1	1 70 1 90
" No. 2	1 70

YARD QUOTATIONS.

Mill cull boards & scantling	$10 00	Dressing stocks	16 00@20 00
Shipping cull boards, promiscuous widths	12 00	Picks Am. inspection	30 00
stocks	13 00	Three uppers, Am. inspect.	40 00
Scantling & joist, up to 16 ft	13 00	B. M.	
" " 18 ft	14 00	1½-in. flooring, dres'd	25 00 30 00
" " 20 ft	15 00	1½ " " rough	18 00 20 00
" " 22 ft	16 00	1¼ " " dres'd	23 00 25 00
" " 24 ft	17 00	" " undres'd	14 00
" " 26 ft	18 00	" " dres'd	16 00 20 00
" " 28 ft	19 00	" " undres'd	12 00 14 00
" " 30 ft	20 00	Beaded sheeting, dressed	18 00 20 00
" " 32 ft	21 00	Clapboarding, dres'd	12 50
" " 34 ft		XXX sawn shingles per M	2 75 2 90
	22 50@22 50	Sawn Lath	2 25
" " 36 ft	24 00	Red oak	20 00 25 00
" " 38 ft	27 00	White "	25 00 30 00
" 40 to 44 ft	30 00	Basswood, No. 1 & 2	18 00 20 00
Cutting up planks 1¼ and thicker dry	25 00 26 00	Cherry, No. 1 & 2	50 00 60 00
" board	18 00 20 00	White ash, 1 & 2	25 00 30 00
		Black ash, 1 & 2	20 00 25 00

Hamilton, Ont.

HAMILTON, Oct. 31st, 1889.

Mill cull boards and scantlings	$ 9 00@10 00	Dressing stocks	$16 00 18 00
Shipping cull boards promiscuous widths	10 00 12 00	1¼ flooring, rough	16 00 18 00
Shipping cull stocks	14 00	1½ flooring, rough	16 00 18 00
Scantling and joist up to 16 feet	14 00	1¼ flooring, dressed	25 00
do up to 18 feet	15 50	1½ flooring, dressed	32 00
do up to 20 feet	16 00	1 flooring, dressed	21 50 23 00
do up to 22 feet	17 00	Beaded sheeting 1	25 00 30 00
do up to 24 feet	18 00	Picks, Am inspection	32 00 34 00
do up to 26 feet	19 00	Three uppers Am. In.	40 00
do up to 28 feet	20 00	XXX sawn shingles	2 60 2 70
do up to 30 feet	21 00	Sawn Lath	2 25
Cutting up plank 1¼ and thicker dry	20 00 25 00	Red Oak	20 00 25 00
Cutting up boards	20 00	White Oak	25 00 30 00
		Basswood No. 1. & 2	16 00 20 00
		Cherry No. 1 & 2	60 00 70 00
		White Ash No. 1 & 2	25 00 30 00
		Black Ash No. 1 & 2	20 00 25 00

Montreal, Que.

MONTREAL, Oct. 31st, 1889.

The movement in lumber has been more active during the month than for some time past, with considerable quantities placed in car lots. Prices continue without change, and from now until the end of the season a lively trade may be expected.

	WHOLESALE.	RETAIL.
Pine, 1st quality	$30 00@32 00	$33 00@35 00
" 2nd "	20 00 22 00	23 00 25 00
" shipping Culls	13 00 14 00	14 00 16 00
" 4th quality Deals	11 00 11 50	11 50 12 00
Spruce	9 00 9 50	10 00
Hemlock	7 75 8 00	8 50 9 00
Ash, log run	12 00 14 00	14 00 16 00
Basswood, log run	12 00 14 00	14 00 16 00
Oak	30 00 35 00	35 00 40 00
Walnut (common)	30 00 40 00	35 00 50 00
" (good)	60 00 80 00	70 00 90 00
Butternut	20 00 25 00	25 00 35 00
Cherry	50 00 60 00	60 00 70 00
Birch	13 00 15 00	15 00 20 00
Maple	18 00 20 00	20 00 25 00
Lath, 1st quality	1 35 1 40	1 40 1 50
Pine Shingles, 1st quality	2 60 2 75	2 80 3 00
" 2nd "	1 50 1 75	1 75 2 00

Ottawa, Ont.

OTTAWA, Oct. 31st, 1889.

The demand for pine has been fairly good, but there has been no improvement in price. Black ash and basswood are in light demand. There has been considerable advance in lake rates and vessels are scarce. Collections are slow. Trade is generally fair but not so good as could be expected at this time of the year. The prospects are fair for a winter car trade as buyers are putting in light stocks evidencing their lack of confidence in any advance in prices. It is estimated that the cut in the Hull and Chaudiere mills during the past season will run over 400,000,000 feet, which will be about 25 per cent more than last year.

Pine, 1st qual., per M.	$35 00@40 00	Oak	$40 00@100 00
" 2nd "	22 00 25 00	Walnut	60 00 100 00
" shipping culls	14 00 16 00	Cherry	50 00 80 00
" 4th qual. deals	10 00 12 00	Butternut	22 00 40 00
" mill culls	8 00 10 00	Birch	15 00 25 00
Spruce, per M.	10 00 12 00	Maple, hard.	20 00 21 00
Hemlock	9 00 17 00	Laths	1 80 1 90
Ash	13 00 18 00	Shingles, cedar	1 50 3 00
Basswood	12 00 20 00		

Vancouver, B. C.

VANCOUVER, Oct. 23rd, 1889.

Car load and ship rates according to assortment. Bridge and Wharf Plank and Timber.

10 to 40 ft. long, per M, net	$11 00
41 to 70 ft. " " " "	$12 00@15 00
Rough lumber, building material	11 00
" " Sized	12 50
" " Fir, Clear	17 50
" " Cedar, Bench or Selects	25 00
" " " " D. D	30 00
1 in, 1¼ 1½x6 in.	
T. & G. Edge, Grain and Dry	27 50
" " " Green	25 00
No. 1, Dry	22 50
" 1, Green	20 00
" 2, Dry	20 00
" 2, Green	17 50
Cut to length, extra per M	2 50
D. Dressed	2 50
1 in, 1¼ 1½x4 in.	
Edge Grain, Dry	27 50
" " Green	25 00
T. & G. Edge Grain, Dry	25 00
No. 1, Dry	25 00
" 1, Green	22 50
" 2, Dry	20 00
" 2, Green	17 50
S. S. Planks for scows	17 50
D. D. cedar, verandah cover, any length	45 00
" " " cut to length	50 00
Shingles	2 50
Lath	2 25
D. D. clear Cedar	40 00@60 00
Pickets, rough	11 00

Five per cent. off above prices for cash with the order.

Delivery on scow to mouth of river.

20 M ft. and over	75c. per M. ft
10 to 20 M ft.	$1.00 " "
Under 10 M ft.	1.25 " "

Saginaw, Mich.

SAGINAW, Oct. 31st, 1889.

Although the volume of business during the month has failed to justify the anticipations of the most sanguine, it has proved fairly satisfactory and several important transactions have resulted, making the aggregate sales comparatively satisfactory. The sales during last month were very large. The car trade continues good, and when the figures are secured they will show an increase over those of last year. There is no change worthy of note in the shingle market, and it is anything but satisfactory to producers.

Shipments are active and vessels are in strong demand.

CARGO LOTS.

Uppers	36 00@38 00	Norway	8 50@10 00
Common	16 00 21 00	Box	11 00 11 50
Shipping Culls	9 00 11 00	Straight measure	12 50 20 00
Mill Culls		Hemlock	7 50 8 00

YARD QUOTATIONS CAR LOTS DRY.

Siding.

Clear, 1½ in	23 00	C, 1½ in	17 00
⅞ in	46 00	⅞ in	30 00
Select, 1½ in	20 00	No. 1, ½ in	12 00
⅞ in	39 00	⅞ in	19 00

Finishing Lumber rough.

Three uppers, 1 in.	@45 00	Fine common, 1 in.	32 00
1¼ & 1½ 2 in	44 00 46 00	1¼ & 2 in.	33 00
Selects, 1 in.	37 00	C, 7, 8 & 9 in.	26 00
1¼ & 2 in.	38 00 39 00		

Joist, Scantling and Timber.

12 to 18 feet	11 00	22 & 24 feet	13 00
20 feet	12 00		

Plank and timber, 12 inches wide, $1 extra.

Lath, Shingles and Pickets.

Lath, No. 1 white pine	2 00	XXX	2 25
" No. 2 " Norway	1 50	XX	1 75
Shingles, 18 in climax	3 50	P'kts, 2 to 2½ in rough	15 00
XXX "	3 25	Dressed	20 00
XX climax	2 50	1¼ in. square, dressed	18 00
18 X 4 in, c. b.	1 50	Dressed	25 00

New York City.

NEW YORK, Oct. 31st, 1889.

White pine is slow and prices have a drooping tendency. Export is moving fairly well. Eastern spruce timber remains about the same, random cargoes ranging from $15 to $18 per thousand feet. The demand for hemlock is fairly good and there will be some lively work soon to stock up for the winter. Hardwoods in general are doing well. Export takes about the usual volume of oak, ash and walnut. Buyers of export lumber are always ready to purchase. Ash is in good demand; cherry is wanted; oak, both plain and quarter-sawed, is wanted; poplar sells well but at rather low prices; quartered sycamore, red birch and gum are wanted beyond the incoming supplies, and basswood is in good demand. Logs are still dull with inquiries confined to a few good walnut sticks for shipping.

Black Walnut.

⅝ in., all clear	$78 00@ 82 00	Culls, 1 inch	$35 00@ 36 00
1 and 1¼ inches	93 00 95 00	Culls, thick	36 00 38 00
1½ and thicker	100 00 105 00	Counter tops, 18 in.	
Rejects	50 00 52 00	and over	110 00 150 00

Poplar, or White Wood.

⅝ in. 10 inches and over	24 00@26 00	1 inch, 8 in. and over	30 00 31 50
¾ in. coffin boards	29 00 30 00	2½ and thicker	33 50 34 50
1 inch, 10 inch and over	31 50 32 50	Common 1 to 2 inch	23 00 24 00
		Saps, 1 inch & thicker	25 00 27 00
		Culls, all thickness	16 00 17 50

Ash.

1 inch, white	36 00@ 38 00	Strips, clear	26 00@ 27 00
1¼ to 2 inch	38 00 39 00	Black ash, good	26 00 30 00
2½ to 4 inch	40 00 41 00	Black ash, culls	10 00 12 00

Oak.

1 inch plain sawed	36 00@ 38 00	5 inches and over	48 00@ 50 00
1¼ to 2 inch	38 00 39 00	Thicker	51 00 52 00
Thicker	40 00 41 00	Strips under 6 in.	38 00 40 00
Quarter-sawed, white, all clear, 6-		Demension cut size	23 00 25 00

Cherry

⅝ in., white & clear	65 00@ 70 00	2½ and thicker	90 00@100 00
1 inch	78 00 80 00	Counter tops, 18 in.	
1 inch strips	43 00 45 00	and over	110 00 115 00
1¼ to 2 inch	80 00 85 00	Culls, all thickness	18 00 20 00

Miscellaneous.

Chestnut, clear	33 00@ 35 00	Hickery, old growth	50 00 55 00
Chestnut common	20 00 22 00	Hickery, 2nd growth	65 00 70 00
Basswood white	30 00 32 00	Elm	20 00 22 00
Basswood common	21 00 23 00	Sycamore	24 00 27 00
Maple, clear	30 00 32 00	Sycamore quartered	35 00 40 00
Birch, clear	32 00 35 00	Gum	36 00 40 00
Birch, 1s and 2s	26 00 30 00	Butternut	45 00 50 00
Cottonwood	21 00 22 00	Sycamore dressed fig	24 00 25 00

Buffalo and Tonawanda, N. Y.

BUFFALO Oct. 31st, 1889.

Pine and hemlock are ruling well at fair prices. Hemlock prices are stiff with extra sales as an inducement to keep up prices. Hemlock lath has had a great run, and the supply is not equal to the demand. The indications are that trade [illegible]. The quotation price is $1.80. Hardwoods are [illegible] is very active and is now going ahead of a [illegible] inside finish for residences and for furnit[illegible] No. 2 are worth $78 per M. inch thick, [illegible] 1¼ to 2 inches, and are very scarce. The [illegible] M., all thicknesses, and the common $3[illegible] culls is increasing and inclined to bring [illegible] good demand but maple is very slow. On[illegible] of good cherry, birch is now coming into use.

A gratifying feature of the business is that collections are better than earlier in the season.

Norway.

Clear, 1 to 2 in. all width	23 00	Common, 1 to 2 in. all widths	12 50@15 00
Dressing, 1 to 2 in. all widths	16 00@20 00	4x4, 5x5, 6x6 turning	22 00
		4x4, 5x5, 6x6 common	16 00

White Pine.

Up'rs, 1 to 4 in. 10 in	$45 00@55 00	No. 5 cuts, 1 to 2 in and thicker	$20 00@24 00
Sl'cts & Picks, 1 to 4 in	38 00 45 00	Dressing, 1 to 2 in	22 00 27 00
Fine common, 1 to 2 in. and thicker	33 00 39 00	Common, 1 to 2 in	14 00 17 00
No. 1 cuts, 1 to 2 in and thicker	27 00 39 00	No. 1 barn, 7 to 12 in	18 00 20 50
Mold strips, 1 to 2 in	27 00 33 00	No. 2 barn, 7 to 12 in	16 50 17 50
		Mill culls, 1 to 2 in	9 00 10 00

Shingles

XXX, 18-in, sawed	3 70	Thick cut (trade mark) 16 in	
XX, 18-in, sawed clear butts	2 70	per square	2 50
X, 18-in, sawed	1 80	XXX cut	2 25
XXX, 16-in "	3 40	X cut	1 10
XX, 16-in " clear butts	2 40	No 2 cut	50
No. 2, 16-in "	90	Short cut	1 25
Thick cut	3 20	Square end, per thousand	5 00
XXX cut	3 00	Octagon or pointed end	5 25
X cut	1 50	Scalloped or round end	5 25
No. 2 cut	65	Other shapes made to order	5 25

Oswego, N. Y.

OSWEGO, Oct. 31st, 1889.

Trade is brisk at this point, and the activity in the lumber district is gratifying to behold. The demand for pine has been pretty equally distributed for the different grades, with no particular change in price. Hemlock boards have been in good demand for the New York market, with a slight tendency towards an advance in price. Lath and shingles are moving more rapidly and prices are unchanged. Boat shipments have been large and are likely to continue good until the close of navigation.

Three uppers, 1¼, 1½ & 2 inch	$44 00@45 00
Pickings, 1¼, 1½ & 2 in	35 00 36 00
No. 1 cutting up, 1¼, 1½ & 2in	30 00 31 00
No. 2 cutting up, 1¼, 1½ & 2in	20 00 21 00
1 in strips, 4 to 8 wide, selected for moulding strips, 14 to 16 ft	31 00 33 00
1x6 selected for clapboards	32 00 34 00

Siding.

1 in siding, cutting up piks & uppers	30 00@39 00	1¼ in selected	35 00@42 00
1 in dressing	19 00@21 00	1¼ in dressing	17 00 19 00
1 in No. 1 culls	14 00@16 00	1¼ in No. 1 culls	14 00 16 00
1 in No. 2 culls	13 00@14 00	1¼ in No. 2 culls	13 00 14 00

1x12 Inch.

12 & 16 ft, mill run	22 00 23 00
10 & 16 ft, No. 1 &2, barn boards	18 00 19 00
12 & 16 ft, dressing and better	26 00 30 00
12 & 16 ft, No 2 culls	15 00

1x10 Inch.

12 & 13 ft, mill run, mill culls out	20 00 21 00
12 & 13 ft, dressing and better	25 00 27 00
12 & 13 ft, No 1 culls	16 00 17 00
12 & 13 ft, No 2 culls	14 00 15 00
14 to 16 ft, mill run mill culls out	20 00 22 00
14 to 16 ft, dressing and better	25 00 27 00
14 to 16 ft, No. 1 culls	16 00 17 00
14 to 16 ft, No. 2 culls	14 00 15 00

1 1-4x10 Inches.

Mill run, mill culls out	20 00@23 00	No. 1 culls	16 00@17 00
Dressing and better	25 00 30 00	No. 2 culls	14 00 15 00

1x4 Inches.

Mill run, mill culls out	17 00@19 00	No. 1 culls	12 00@14 00
Dressing and better	23 00 27 00	No. 2 culls	11 00 12 00

1x5 Inches.

6 7 or 8, mill run, mill culls out	19 00@21 00	6, 7 or 8, No. 1 culls	15 00@16 00
6, 7 or 8, drsg & better	24 00 28 00	6, 7 or 8, No. 2 culls	13 00 14 00

Shingles.

XXX, 18 in pine	3 50@ 3 80	XXX, 18 in cedar	3 20@3 65
Clear butts, pine, 18 in.	2 50 2 80	Clear butt, 18 in cedar,	2 20 2 65
XXX, 16 in pine	3 15 3 30	XX, 18 in cedar	2 10 2 40
Stocks cedars, 5 or 6 in	5 25		

Pickets.

No. 1, 1¼x1¼	15 00	No. 2, 1x3	9 00 10 00
No. 1, 1x3	20 00		

Lath.

No. 1. 1¼	1 90	No. 2, 1 1-4	1 70
No. 1 -4	1 50		

St. John, N. B.

ST. JOHN, Oct. 31st, 1889.

Deals, Boards, Scantling, etc.

Spruce deals	$12 00	Spruce boards	12 00
Pine "	15 00	Pine "	12 00@40 00
Deal ends	6 00	Oak "	40 00
Scantling	10 00	Ash "	15 00@25 00
		Hemlock "	7 50

Shingles.

Spruce, extra	$3 50	No. 1	1 25
" clear	3 00	Pine	1 25
" No. 1 extra	2 25		

Clapboards.

Pine, extra	35 00	Spruce, extra	24 00
" clears	45 00	" clears	23 00
" 2d clears	35 00	" No. 1	15 00
		" No. 2	10 00

Flooring, Dressed.

6 in., No. 1	12 00	4 in., No. 1	12 00
" No. 2	10 00	" No. 2	10 00

Miscellaneous.

Staves	3 00@ 4 50	Laths	1 80
Heading 17 in. per pr.	04	Pickets	6 50@15 00
" 18 in.	04½ 05½	Railway ties	
" 22 in.	04½ 06		

Boston, Mass.

BOSTON, Oct. 31st, 1889.

Lumber of all kinds is in good demand, stocks are in good condition, being well rounded out in all directions, and prices are well maintained. Spruce is in good demand. Upper grades of western pine are in good request and the market is firm. The lower grades are not wanted. Hardwoods generally are in very good demand. Walnut, quartered oak and whitewood are selling freely at good prices. Clapboards and lath are steady, but shingles are less active.

Western Pine—by car load.

Uppers, 1 in	$48 00	@50 00	Fine com., 3 & 4 in	46 00	@50 00
1¼, 1½ & 2 in	50 00	52 00	No 2, 1 in. Fine com.	29 00	30 00
3 & 4 in	55 00	60 00	1¼, 1½ & 2 in	31 00	33 00
Selects, 1 in	42 00	43 00	No. 1 strips, 4 to 6 in	41 00	43 00
1¼, 1½ & 2in	44 00	46 00	No. 2	37 00	38 00
3 & 4 in	48 00	52 00	No. 3	25 00	27 00
Moulding boards, 7 to 11 inch clear	37 00	41 00	Cut ups, 1 to 2 in	26 00	30 00
60 per cent clear	35 00	37 00	Coffin boards	22 00	26 00
Fine common 1 inch	37 00	42 00	Common all widths	20 00	25 00
1¼, 1½ & 2 inch	40 00	42 00	Shipping culls	17 00	19 00

Eastern Pine—Cargo or Car Load.

Nos. 1, 2 & 3	40 00	@43 00	Clapboards, 4 ft., sap clear	40 00	42 00
4	28 00	30 00	Sap, 2nd clear	30 00	32 00
5	23 00	26 00	Heart extra	50 00	55 00
Ship'g bds & coarse		16 00	Heart clear	45 00	50 00
Refuse		12 00			
West'rn pine clapbds 4 ft. sap extra	43 00	45 00			

Spruce—by Cargo.

Scantling and plank, random cargoes	12 00	@13 50	Coarse, rough	9 00	12 00
Yard orders, ordinary sizes	13 50	14 50	Hemlock bds., rough	10 00	11 00
Yard orders, extra sizes	15 00	16 00	" " dressed		12 00
Clear floor boards		19 00	Clapbds., extra, 4 ft.	28 00	30 00
No. 2	9 00	12 00	Clear, 4 ft.	26 00	28 00
			Second clear	20 00	22 00
			No. 1	12 00	15 00

Lath.

Spruce by cargo	1 90@2 00

Shingles.

Spruce	1 40	@1 50	Cedar, sawed, extra	3 00	3 50
Pine, 18 in. extra	4 50	4 75	Clear	3 00	3 15
Pine, No. 1	3 50	3 70	Extra, No. 1	2 85	3 00
			Cypress, No. 1, 18 in.	5 00	5 25

Burlington, Vt.

BURLINGTON, Oct. 31st, 1889.

Trade is quite active and likely to remain so for the balance of the season. Lumber brought to this market will compare favorably with the corresponding period of last year. There is a fair demand for all kinds of lumber, and prices are ruling about the same as they have been for some time, and collections are fair.

Canada Pine Sidings—1x8 in. and up, 12 to 16 ft. D 2 or 4 S.

Select & shelving	$46 00		Finish	$37 00	@38 00
Pickings	37 00		Dressing	27 00	@28 00
Pickings & better	40 00	@42 00	Common	20 00	@21 00

Canada Pine Stock—1x10 in. 12 to 16 ft. D 2 or 4 S.

Selects (clear)	55 00		Pickings & better	40 00	
1st shelving	42 00		As run, common out	28 00	@30 00
2d	39 00		No. 1 barn boards	25 00	
3d	30 00	@31 00	Common	21 00	
Pickings	38 00				

Canada Pine Stock—1x12 in. 12 to 16 ft. D 2 or 4 S.

Selects (clear)	57 00		Pickings & better	44 00	
1st shelving	47 00		As run, common out	33 00	
2d	41 00		No. 1 barn boards	26 00	
3d	32 00		Common	21 00	@22 00
Pickings	38 00				

Canada Pine Stock—14 in. 12 to 16 ft. D 2 or 4 S.

Pickings & better	45 00		3d shelving	33 00	
As run, common out	33 00		Common	22 00	

Canada Pine Short Boards—1x8 in. & up, 11 ft. & under, D 2 S or R.

Pickings & better	33 00	@35 00	Dressing & common, d 2 s or d 2 s & m	20 00	@21 00
As run, common out	30 00		Common	18 00	20 00

Canada Pine Sheathing, D. M. & B—1 in. 4 to 7 in. 5 in. & up C B ⅞ in.

1st quality, 12 to 16 ft.	46 00		1st & 2d quality, 9 to 11 ft.	33 00	
2d	36 00	@37 00	7 & 8 ft.	34 00	
3d	27 00		3d quality, 11 ft. & under	22 00	
4th (selected common)	22 00		4th	18 00	

Canada (Quebec) Spruce—1 and 1¼ in. 4 to 10 in. D 2 S and M.

Clear, 10 to 16 ft	32 00		No 2. 10 to 16 ft.	15 00	@16 00
No. 1	22 00				

Above prices delivered on a rate of $30 per car load.

Albany, N. Y.

ALBANY, Oct. 31st, 1889.

The receipts of lumber by water in this market, during the past month amounted to 37,608,671 feet, as compared with 45,184,463 feet received during the month of August. The total receipts to October amount to 216,348,732 feet. Trade in pine lumber has been steady, but nothing like what was expected for October. Spruce and hemlock hold firm as quoted. Hardwoods are doing fairly well, with prices unchanged, and a good stock to pick from. Shingles and lath are in good demand and in good supply. The current prices for mill work are: Planing, per M ft., $1.50; Strips, per M ft., $2.50; 7, 8 and 9in. strips, price according to agreement. Freight to New York and adjacent points is eight cents per 100 pounds lighterage free, and six cents without lighterage. To New England points, ten cents per 100 pounds, rough or dresssed.

Hemlock.

Boards, 10 in. each	13½		Joist, 2½x4, each	13	
Joist, 4x6	33		Wall strips, 2x4	10	

Pine.

2½ in. and up, good	$58 00	@60 00	10 in boards dressing and better	$30 00	@34 00
4ths	53 00	55 00	Common	16 00	22 00
Selects	48 00	50 00	12 in. boards dressing and better	32 00	36 00
Pickings	43 00	45 00	Common	16 00	22 00
1¼ to 2 in., good	50 00	55 00	1¼ in. siding, selected	43 00	45 00
4ths	45 00	52 00	13 ft	43 00	45 00
Selects	40 00	45 00	Common	16 00	21 00
Pickings	35 00	42 00	1 in. siding selected	43 00	46 00
1 in. good	50 00	55 00	Common	14 00	19 00
4ths	45 00	48 00	Norway, selected	24 00	26 00
Selects	40 00	43 00	Common	12 00	16 00
Pickings	35 00	38 00	10 in. plk. 13 ft. dressing and better, each	45	@50
Cutting up, 1 to 2 in.	30 00	35 00	Culls	23	25
Bracket plank	32 00	36 00	10 in. boards, 13 ft., dress, & better each	28	33
Shelving boards, 12 in. and up	28 00	32 00	Culls	17	22
Dressing bds. narrow	20 00	22 00			
Sapping boards	16 00	18 00			
Box boards	13 00	15 00			

Shingles and Lath.

Shingles, shaved pine		6 50	Shingles, cedar mixed	2 60	3 00
2d quality		5 00	Hemlock		
Sawed, extra	4 80	4 90	Lath, pine	2 25	2 35
Sawed, clear butts		3 75	Spruce	2 00	2 25
Cedar, XXX	3 50	4 30	Hemlock	1 75	2 00

HOME AND FOREIGN TRADE REVIEW.

Office of CANADA LUMBERMAN, Oct. 31st, 1889.

The lumber trade during the month has been generally satisfactory and prices have been well maintained. The builders and smaller retail men at Toronto give a rather desponding account of business. They say the late boom in real estate has caused the value of land to increase so rapidly, and to such a fictitious value, it is impossible to induce loan societies and other capitalists to advance money for building purposes; hence their trade is practically at a standstill; but they admit prices are not so bad at present, but have a lowering tendency. Real estate men, however, expect a greater boom, and more business at increased values.

Some of the large wholesale dealers speak in very hopeful tone of the future of the lumber trade, whilst at present prices are good and firm with plenty of business doing. The crying demand of the trade is for cars, box and flats, on which to forward lumber already sold. Both the C. P. R. and G. T. R. are short of cars at shipping points, but as the bulk of the lumber in the Toronto district is moved by the G. T. R., the deficiency in the rolling stock is severely felt. The worst feature of it is that there are plenty of empties lying in the Grand Trunk yards while the shippers are telegraphing, telephoning and writing, begging and beseeching the company to send them cars. The trouble seems to be not so much an actual scarcity of cars as the want of proper facilities for handling the traffic. Between blockades in the city and no cars up the road lumbermen have had a hard time of it during the season.

There is still a large amount of stock this season's cut which has not changed hands, and it is probable that many manufacturers will have to hold their lumber for some time to come.

Mr. J. H. Eyer, the courteous manager of the Toronto & Midland Mfg. Co., reports a largely increasing business, especially in dressed lumber. They are contemplating enlarging their present shed, and in this case the G. T. R. seems to be meeting their views in every way by furnishing them with better facilities for rail transit.

The Ottawa lumbermen should be well satisfied with the season's business, as circumstances have been largely in their favor: plenty of water, good prices and a steady demand. There will be a large amount of lumber held over no doubt, but this is not to be wondered at, for it is estimated that the season's cut will be about 25 per cent. larger than last year. The value of our splendid lumber supply is being more fully appreciated, and not only Australia, but China, Japan and South America are becoming good customers.

The shipments from Vancouver, New Westminster, and Victoria, B. C., have been quite large, and the mills are worked to their full capacity. Prices have been fairly well maintained, and an increase of trade next year is confidently looked for.

The returns of the Customs Department for the first three months of the current fiscal year show the country to be in a prosperous condition. The exports amount to $32,782,190, against $27,294,710 last year, indicating the enormous increase of $5,500,000. The exports for September amounted to $10,005,684, of this amount $3,385,400 was for forest products.

At Quebec the deal market is firm with a good demand for spruce. Further sales of White Pine square timber are reported, but the price has not transpired. An Underwriters' sale of lumber, damaged ex-steamship "Canopus," took place at Quebec, Oct. 14th, when the following prices were realized:—300 pcs. 2-inch pine lumber, $120; 622 pcs. 2-inch do., $31 per thousand feet, $485; 700 pcs. 1-inch do., $45; 178 pcs. 3-inch do. $35; 1,068 pcs. 1, 1¼ and 1½-inch do., $185; 460 pcs. 1-inch do., $47. All of the above, with the exception of the second lot, was damaged by fire.

The following transactions in ocean freights are reported:—Quebec to Liverpool (steam), Deals, 72s. 6d.; Quebec to E. C. England, Timber, 28s.; Quebec to range of ports, 29s. The s.s. "Bratsburg" was chartered to load deals at Montreal for Glasgow or Liverpool on private terms. The charters for the season are about closed for the port of Quebec. Following is the comparative statement of timber, masts, bowsprits, spars, staves, etc., measured and culled to date:

	1887	1888	1889
Waney White Pine	2,020,094	1,968,547	3,702,703
White Pine	1,168,143	1,661,884	4,222,906
Red Pine	591,646	576,069	634,447
Oak	746,243	1,139,252	1,329,494
Elm	221,309	171,388	748.619
Ash	113,478	150,361	250,364
Basswood	535	770	2,635
Butternut	1,079	419	1,573
Tamarac	5,507	3,245	16,233
Birch and Maple	116,694	171,949	365,980
Masts and Bowsprits	.....	.....	.....
Spars	.....	5—pcs.	33—pcs.
Std. Staves	44.1.1.15	72.3.1.27	60.0.1.12
W. I. Staves	156.0.0. 5	385.0.1. 9	120.6.2.14
Barrel Staves	15.4.0.11	16.0.1.22	1.5.2.14

FOREIGN.

The imports to London have recovered somewhat since the strike and now present their usual volume. Ship-building proceeds with increased activity, and the new orders placed on the Tyne, Wear and Barrow, give promise of a continuance of work throughout the year. The recent importations of Black Walnut logs to London have been of a particularly poor character, and it is always difficult to find buyers for such wood. Large prime logs are wanted. The arrivals of American Whitewood have been large, though mostly in the shape of lumber, of which the consumption is very considerable; prices remain unchanged. Stocks of Cedar have accumulated, and there is not much business doing.

The high import cost has checked the demand for all descriptions of Canadian timber, but the present very moderate stocks must realize full prices, as they cannot now be materially augmented until next season. Advices from Quebec point to prices being fully maintained for next season's goods.

The stock of Quebec Pine Deals in Glasgow at present is considerably larger than that held at the corresponding period of 1887-8. The excess, however, is in the lower-price Deals, chiefly 4ths. The proportion of 1sts, 2nds and 3rds now in stock is well suited to the requirements of the market.

The London Board of Trade returns for September are of a favorable character. The import of timber and deals was exceptional. A year ago the returns for September far exceeded those of September, 1887, but those of same month of the current year exceed those of the corresponding month last year (apart from Staves and Mahogany) by 102,923 loads, the total import of the month exceeding a million loads, which, added to the previous eight months' supply, brings the quantity imported to the large total of 5,640,222, for the three-quarters of the year now accounted for, and exceeding the whole three years' importation of either 1886 or '87. The value of the supply to date is estimated at £13,717,446, as against £9,403,517 last year, showing an excess of £4,313,929. It appears from this showing that the trade has paid nearly four millions four hundred thousand pounds more for its foreign timber than it did twelve months ago up to the same period.

WASTE POWER.

[Manufacturer in the Canadian Manufacturer]

The statement that out of every hundred men engaging in business but three are successful, is a statistical chestnut which may be correct in the main, and if so, the pertinent inquiry, "What is the matter with the other ninety-seven?" is is order. This query, so far as it relates to manufacturers using steam power, has a partial answer. A leading firm has recently been pursuing a systematic series of investigations to determine what percentage of power actually developed was utilized in production, and how much was wasted. Careful tests in some of the most prominent manufacturing concerns in the country gave some curious results.

In nearly every case it was found that at least fifty per cent. of the power was wasted. One large establishment wasted sixty-five per ct. and another seventy-three per cent., while in another, where the engine was developing sixty indicated horse-power, eleven-twelfths of this amount was wasted in friction and other useless work, and only five horse-power was available for purposes of manufacture. In most manufacturing enterprises the cost of fuel is a very serious item, and *The Stationary Engineer* thinks it would appear to be well worth the time of the owners to start a little investigation as to what becomes of the power they pay for. Economical production of steam and judicious transmission of power from the engine to the line shaft, and from the line shaft to the different machines throughout the factory, is the beginning and end of steam using, and the manufacturer who pays no attention to these points need scarcely hope to be one of the lucky three. In general practise the shafting is too light and the hangers too far apart. Then the shaft is loaded up with heavy cast-iron pulleys, thus producing excessive journal friction. Belting does not grip well on iron pulleys, and, in order to prevent slipping, the belts have to be kept tightly laced. This excessive tension, added to the great weight of the pulleys, invariably puts the shafting out of alignment, and further aggravates the journal friction, all of which uses up the coal heap rapidly, shortens the life of belts, and swells the engine expense account. Manufacturers would consult their own interests by using ropes and grooved wood pulleys for all main drives, and light, strong, well-finished wood pulleys for all belt transmissions. The ratio of friction to pressure for leather belts, when worn over wooden pulleys. is 47; *over turned cast-iron pulleys, 24.* Thus showing the average advantage of a wood pulley over iron to be 50 per cent.

HOW TO MANAGE SAWS.

[Prize Essay in Saw Mill Gazette]

In writing on the management of circular saws I shall begin with the arranging of the saw. First see that the foundation is solid and level, then lay the frame and track. See that the saw stands plumb when the frame is bolted down. The mandrel should fit the boxes as tight as possible and run without heating. I prefer flat collars—or both rightly concaved—as the saw will then run straight and true without dishing. The number of teeth in a saw is not of so much importance as some sawyers suppose. It is held by some that a tooth will cut a quarter of an inch deep as easy as it will an eighth, the same force being required to break the grain of the wood. This would be true if we were cutting straight-grained logs all the time, but logs are curly, twisted, knotted and crooked. If a tooth cuts too deep it loses power in forcing out the sawdust as well as in breaking the grain of the wood. Therefore it is best to run a saw with few more teeth than the saw makers usually put in. The more teeth and the higher speed the smoother will be your lumber. In lining a saw stretch a line parallel with the saw, set the first head-block up to it then run the carriage back eighteen feet ; the head-block should then be one-eighth of an inch back from the line. This will give the saw room to clear the log in running back. If your last board is wedged move your set pinions to suit. Keep the sawdust brushed off the rack so that your carriage will run smooth.

Swage the saw in all kinds of weather, and for all kinds of timber, using a side file ; you have then a perfect saw, every tooth cutting exactly alike, which is not the case with a saw set with a spring set. File as straight across as you can without letting the file scratch, and file from both sides ; you will then have bevel enough to ensure the outside corners being the longest at the very point. I have run an 8-guage 50-inch saw, having fifty teeth filed as I have directed, and I find that it cuts easier and runs as true and steady as a thicker saw with the same set.

Keep the points full, square and sharp and you will never be troubled by your saw dodging knots. I think it advisable to keep the throats well gummed out so that there will be but little filing to do. File all from the under side, then smooth off the upper side with a rub or two to bring the point to a fine edge. The shape of the teeth will then be kept the same, being round on the back, all but about one-half inch at the point also about one-half inch on the front.

To file a saw, keep your saw round, take a file, hold its edge on the guide and shove square on the saw until it touches the teeth, then stop and file off all that are marked, repeat the operation until you have accomplished your purpose.

Run your saw on such a feed that your power will keep the speed regular, as regularity of speed is one of the first requisites of good sawing. A mandrel must not be too light or it will spring and heat. In mills where three bearings are used they sometimes heat by getting out of line, a belt too tight will cause a bearing to heat. If the belt will not drive the saw without being very tight it will be better to increase the size of the pulley and lose some speed if the engine cannot be run faster. A tightener is a good thing, but if a mill will do its work without it, it is certainly better to do so

If you wish to give a saw more dish, put a ring of paper about one-half inch wide the size of the inside of the collar, put it on next to the fast collar, then put on the saw, cut another ring the same width and of the size of the outside of the collar, wet and stick it on the saw, put on the collar and tighten up ; this will force the saw over to whichever side is desired. If the saw is out of true you can bring it up straight by putting in pieces of paper and tightening up the nut.

To level up the track lay a straightedge across it at the saw making sure that it is level. With another straightedge try the track two feet from the saw and see if the top of the second straightedge is in line with the first ; if so then try two feet further away, and so on until the whole track has been gone over. By this method the slightest twist can be discovered. The strain of the belt has a tendency to draw the saw out of line and wears the bearings all on one side, consequently the saw will require constant care, attention and watching to keep everything in perfect running order.

SPEED OF SAWS.

[Prof J F. Elsom, in Iron Trade Review]

Judging from the noisy din and clatter heard at many mills, there is evidently a miscalculation in adjustment of machinery somewhere, and a close examination will generally reveal the fact that the small saws are all running too fast. It has been aptly remarked that a saw running too fast is a very poor tool in any event. Better run slow than too fast. It has been noticed in many shops, eight and thirty-inch saws are often run on the same arbor with no arrangement for changing the speed with the saw. According to the best authorities, four thousand revolutions per minute is a fair speed for an eight-inch saw, but a twelve-inch is working very rapid at a third this rate. So when different sized saws are to be run on the same arbor, a couple of step-pulleys would be a desirable attachment.

Of course, saws can be made to run at very high speed and still do good work in light wood, but high speed does not amount to much in heavy, hard work.

For high speed a saw should be well hammered near the centre, thus making it appear dishing when not running, so when run at a high rate of speed the centrifugal force, which is enormous, will be counterbalanced by the tight rim. Sometimes a saw not hammered at the centre, while running at a high speed, will stretch the rim and make the saw buckle, cutting a swath an inch wider than the set of the saw.

In the use of a dish-hammered saw, the expansion of the outer edge brings the saw true and flat. Again many are run with insufficient set. This will cause a saw to buckle, by the surface sides of the saw being brought in contact with the work, this friction causing much heat, which, of course, expands the outer portion of the saw. Some little time ago, a well-known sawyer and saw expert was called upon to trace out the trouble with a saw-mill ; he went there and found them sawing wet, green cedar with a saw set for dry, seasoned pine. The saw was not large enough to reach through the cedar logs, and before one cut could be made, the saw would become hot from friction with the furred, ragged edges of the work. As a natural consequence, it began to cut a very wide kerf, caused by the saw buckling. When the log was backed out, the saw rattled badly and seemed full of kinks. The expert found the saw completely spoiled, being bent and twisted all out of shape and had to be rehammered before it was of any use.

Many sawyers spoil their saws by not attending to the different speeds and calculating the various labors required to saw the different woods. When a saw begins to rattle do not shut down, but keep the mill running, with a narrow board dressed up against one side, until the saw becomes dished all one way instead of kinking. By this means it will soon stop rattling and then get cool and keep its shape.

A saw should not fit tight on the arbor. If it does, any heating of the bearing will play the mischief with the work, as the saw receives it and suffers severe strains thereby. When the center of the saw is made to expand by heating, it is really worse than the outer edge expanding. In the former case, there will not only be friction against the wood but in nine cases out of ten the saw will burst instead of buckling. The results are much more disastrous both to life and property.

CHANGEABLE-BIT SAWS.

By Foreman

The inserted-tooth saw of to-day is by no means a tool that will give way to the solid. One-third of our mills would cut more and better lumber if they used the inserted-tooth saw. Many mills of 20,000 to 40,000 capacity have nothing but the inserted-tooth saw. It is known by but few mill men what kind of an inserted-tooth saw is now put on the market. They are made fully as thin and much stiffer than the solid. The plate is of a higher temper, is not so much affected by the strains which it is subjected to, and will run three times as long without hammering.

Now with one-half the sawyers in this country (not saying a harmful word about one of them), the inserted-tooth saw is the best and cheapest. One-half of the new solid saws in such hands are practically ruined the first 30 days they are run. First, how many such filers can exactly imitate the filing of a new saw from the shop? After the saw is filed and swaged the tooth is changed, the saw changes its course and the result is a hot saw, strained in the guides, lead of mandrel changed probably, and in a short while the saw is ready for the saw hammerer. The inserted-tooth, on the contrary, is filed two or three times, and when it shows an inclination to go wrong what is done? why a new set of teeth is put in, and a few changes convinces the filer that that shape of tooth is the best, and he has it before his eyes day by day to imitate in his filing.

It is not the use of a saw that makes it lose its tension, half as much as its abuse. A saw constantly heating quickly calls for hammering. An inserted-tooth saw requires but little if any gumming, and this is not done in the saw but in the tooth, so the tension s disturbed but little. Some of them requires no gumming at all, so on medium mills such saws can be run for years without hammering, while the solid saw in the same hands would have been replaced several times by a new one.

The additional cost of a good inserted tooth saw over a solid, is but little when compared to making good lumber and having a saw that can be relied upon. Inserted-tooth saws will run with less power, because they are not chock full of teeth, as we often see solid saws. The first are confined to the limit most suitable for the work, and each tooth cuts a chip instead of scraping. The solid saw is seldom, if ever, kept rounding, a great detriment to a good saw—bad filing and swaging soon get them out of round and they seldom get back. Few men realize the fact that if the teeth are not of the same pitch, the saw is soon filed out of round. Inserted-tooth saws have the proper set, and it is maintained as the teeth are changed. The filer has an example to be governed by, and is led to watch results. A saw with but limited set runs very deceivingly, first heating on the rim, then in the centre, running out and in, and unless a man has a kind of a "go by" he resorts to tinkering with the guide, lead, etc., all a detriment to the saw. It is well to admit that in the hands of first-class filers no such trouble is had.

Inserted-tooth saws are never hammered as open as the solid, from the fact that there are fewer teeth, higher temper, and less points of centrifugal strain to affect it. We now have inserted saws running on steam feed mills cutting 40,000 feet per day, with excellent results. On the whole, taking the capability of filers, the inserted saw is the cheapest for at least one-third of our mills ; in fact, our largest mills are adopting the inserted-tooth for their edger saws, because, they require less attention and do equally as good if not better work than the solid. One maker guarantees his saws not to heat; that a board can be left between them without the least fear of heating. Many men undertake to run a saw with too little set, and this is why the inserted saw generally gives satisfaction. It requires more power to drive a 10-guage imperfect saw with limited set, than it does a 6-guage with ample clearance.

In the hands of men who know how to take care of a saw, the solid is the best, but then not over one-half of the filers through the country can properly use an emery wheel, swage a saw to hold its corners, nor shove a file squarely, and I would like to know why there is not room for many an inserted-tooth saw where there is now a buckled plate of steel, with a lot of "pigs" "picking" away at the owner's pocket strings.

UNDER the title of the Canada and the Northwest Coal and Lumber Syndicate, a company at Bristol, Eng., with a capital of £70,000, has been registered according to the laws of the country, for the purpose of acquiring certain freehold coal and timber lands in the Northwest territory. Investment in Canadian timber lands seem to find favor in England.

THE B. F. STURTEVANT BLOWER WORKS.

The development of the fan blower in its many applications, is a feature of the mechanical progress of the last twenty-five or thirty years. But little over a quarter of a century ago, B. F. Sturtevant the pioneer in this business, and now by far the largest manufacturer, constructed his first fan blower. At that time Mr. Sturtevant, having just come to Boston from his birth place in Maine, where he had learned the trade of a shoemaker, was inventing and experimenting upon a machine for pegging shoes. This experience revealed the necessity of, and led him to invent and place upon the market, a type of small fan blower, for removing, by exhaustion, the fine leather dust and clippings from shoe buffing machines. The call for these fans rapidly increasing, he established a small shop at 82 Sudbury St., where seven or eight men were employed.

The utility of the fan blower was readily appreciated, and as readily applied for the removal of light refuse material from all classes of machines, to the ventilation of appartments, and to the blowing of boiler, forge and cupola fires. In the latter cases partlcularly, it rapidly superseded the cumbersome positive blast blowers, so called.

As the business gradually increased, room after room was rented, until 72, 76 and 82 Sudbury St. were all occupied and forty to fifty men employed. In 1866 Mr. Sturtevant received the order for the large ventilating fans for the U. S. Capitol and built what were then the largest encased fans in the country. The subsequent construction of a fan wheel 16 inches in diameter for the Danvers Insane Ayslum, was at that time looked upon as a remarkable piece of work.

Being one of those men, who is never contented until he is fully master of all matters pertaining to his business, Mr. Sturtevant made during this period his extensive and widely known experiments upon the efficiency and capacity of fan blowers. Few men would ever have carried out to such perfection experiments entirely at their own expense. But the time and money thus expended has been repaid a thousand times in the success which has attended the introduction of the Sturtevant fans. Constructed upon scientific principles, and fully tested by untiring experiments they have proved themselve invaluable in almost all lines of trade. The results of these experiments were given to the public in a series of elaborate catalogues containing many tables of great utility.

The lack of room and the inconvenience of a city shop finally compelled, in the spring of 1878, the removal of the entire plant to Jamaica Plain, some three miles outside the city proper. Here extensive and convenient shops were erected, and additions gradually made until they form at present by far the most extensive works in the country devoted to the manufacture of fan blowers. The accompanying cut clearly shows the comparative size and arrangement of this extensive plant. The buildings are all of brick with one, two and three stories, according to the class of work. All are generously supplied with light and fresh air and contain all of the modern improvements, conducive to the welfare of the employees and the production of the best work.

Passing in at the office door which is directly across the tracks from the Jamaica Plain station of the Boston & Providence R. R., two commodious offices are entered. One devoted to the uses of the superintendent, purchasing agent, timekeeper, and other clerks connected with the manufacturing end of the establishment. The other office, excellently, lighted from three sides, is given up to the general manager, correspondents, cashier, bookkeeper, advertising department, &c., while directly over head is the draughting room, equally well lighted and having accommodations for twelve to fifteen draughtsmen.

Passing out from the offices, one enters upon the first floor, the engine shop, where are built all the engines required for driving the Sturtevant Fans, as well as the high grade Sturtevant Automatic Engines, both upright and horizontal. This shop has recently been very fully refitted with new tools of Niles, Hendy, Brainard, and similar makes, so that the best work can be turned out. The second floor immediately above the engine shop, is given up to the manufacture of shafts and boxes, brass work, &c.

In the centre of the building adjoining the engine shop is the boiler plant, and near by a Sturtevant Automatic Engine furnishes power for the shop. The next room entered is devoted entirely to the manufacture of the Sturtevant Heaters, which are used in connection with the fans for heating and drying purposes. Here from thirty to forty men are employed, and special tools are introduced for the tapping of the sectional bases, piping of the sections, &c. Steel pipe is now used in all of the sections, and each one is tested to 150 pounds hydraulic pressure before it leaves the shop. Enormous heaters are conveniently and readily constructed upon the sectional plan, in fact a single heater recently shipped contained about five miles of 1-inch pipe.

Immediately over this room, on the second floor, is located the fan housing shop, where all the steel plate fan housings are constructed. Above this in turn is a large room devoted to the construction of fan wheels of all sizes, and shapes and for all uses. Here may be seen the delicate fan wheels for the smallest fans for jewellers use, and the ponderous ventilating fans with housings standing twenty to twenty-five feet high. In the centre of the building, above the boiler and engine rooms, is the pattern shop of ample dimensions.

All of the brass and iron castings required in this establishment, are made within its walls, and the highest quality is always maintained. A large new foundry building, seen in the foreground of the cut, has recently been erected, and will soon be occupied, thus giving much more additional room for this important branch of the manufactory.

As the shops run parallel to and near the tracks of the Boston & Providence R. R. the general supplies have to be simply transferred from the cars to the buildings. Special bins are arranged so that coal, iron, moulding sand, materials of manufacture, &c. can be unloaded direct from the cars. The entire length of the works facing the tracks is about five hundred feet.

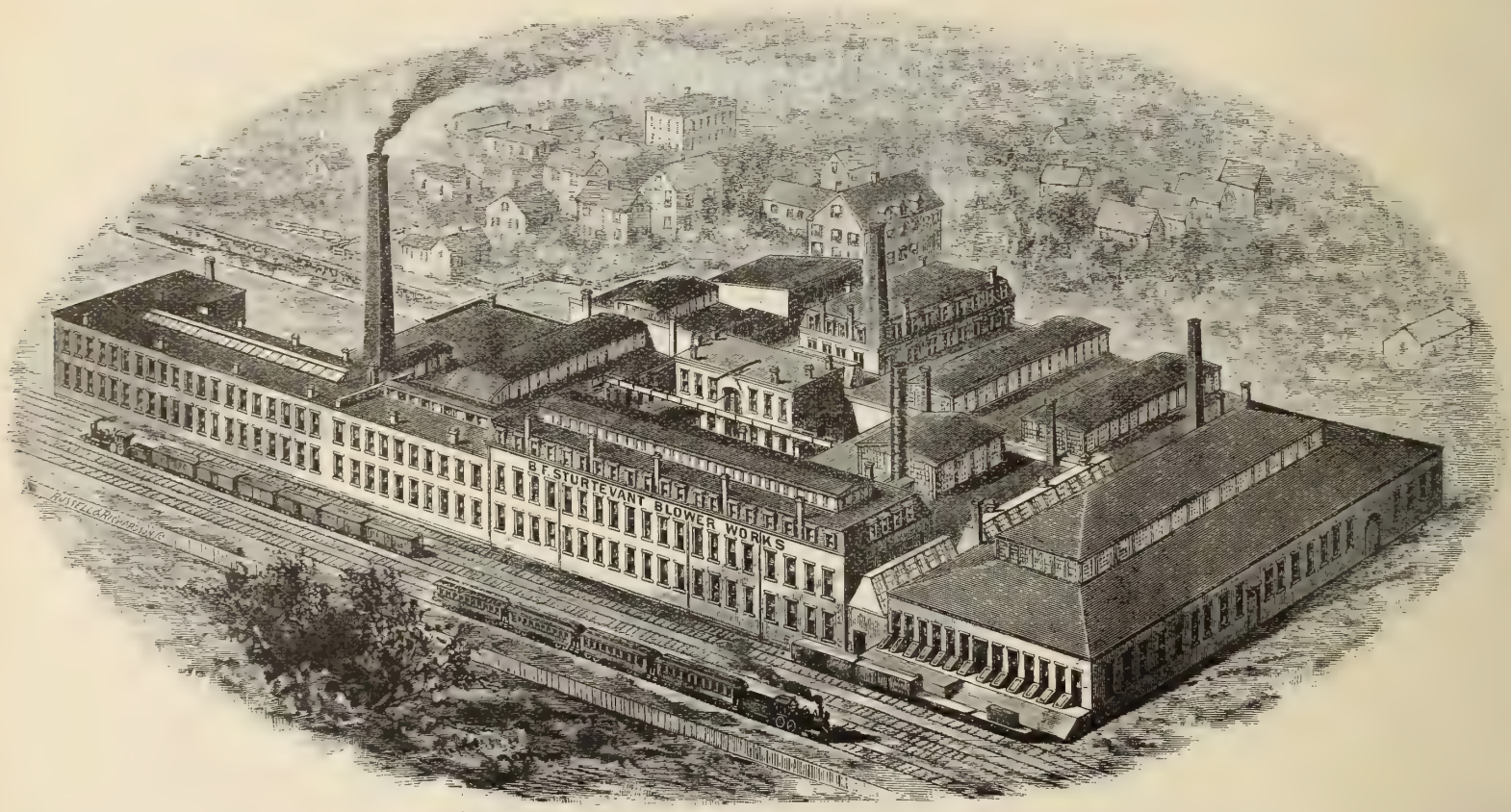
A packing room, paint shop, erecting shop, pattern storage rooms, sheet iron and tin pipe shop, shipping room and stables occupy a large space at the back of the main building mid-way of its length. Owing to the comparatively bulky nature of a fan blower and the large stock always carried, considerable space is necessarily reserved for storage, and all regular sizes of fans can be shipped immediately on receipt of order.

The establishment now has about five acres of available floor space, and employs over three hundred men in the various departments. The principal shops are lighted by electric light, the dynamos being driven by a Sturtevant engine. A large increase in the capacity of the works is even now imperative and extensive additions will be made during the coming year.

The growth of the business during the past few years has been marvellous, increasing about 100 per cent. in three years. Although Mr. Sturtevant was the original inventor of the Steam Hot Blast Apparatus (consiting of a fan and heater combined) and has sold a great many during the past twenty-five years, yet the development of mechanical drying, ventilating and heating systems during the past few years, has put out of sight all previous business in this line. Last year's sales of the Sturtevant Steam Hot Blast Apparatus show an increase of forty per cent. over those of the year before, bringing the total up to about 5,500, but this year will completely over-shadow this record.

Lumber, wool, cotton, fabrics, pottery, glue, tobacco, &c., are now successfully dried and buildings of all classes are most satisfactorily heated and ventilated by the apparatus. Every planing mill has its Sturtevant Exhauster ; every foundry its Sturtevant Steel Pressure Blower, and in many a manufactory where one could imagine no possible use for a blower, he finds one at use for some novel but useful purpose.

Mr. Sturtevant's personality is every where evident in designs and unique arrangements, his whole attention being devoted to that all-important branch, the constructive details of the business. The business as a whole is now directly controlled by Mr. E. N. Foss, Gen. Manager. The branch houses and sale rooms are maintained at Boston, New York, Chicago, Portland, Ore. and London. The Chicago house is under the local mangement of Messrs. Foss & Noble, who handle all of the dry kiln and heating trade of the middle, Western and Southern States. A new branch in charge of Mr. O. C. Gove has recently been established at Portland, Ore. to reach more effectually the rapidly increasing trade of the Pacific coast.



PUBLICATIONS.

The *Brickmaker* is the title of a new semi-monthly trade journal issued from Chicago. It is gotten up in excellent style, contains 40 pages, is filled with well written editorials and for a new publication is well patronized with advertisements. It is the only paper published in the world devoted exclusively to the interest of brick manufacturers, and we wish it every success. Published by Chas. F. Davis & Co. 182 and 184 Monroe, St Chicago, at $1 a year.

We are in receipt of a specimen copy of the *Scientific American* Architects and Builders edition. This is a master work of its kind and should be extensively patronized, as it is replete with valuable information and profusely illustrated. Subcription $2.50 per year. Published by Munn & Co., 361 Broadway N. Y.

Ottawa Lumber Trade.

The following is the amount of timber run through the Chaudiere and Gatineau slides and booms this season up to June 22nd.

May 20th—Ninety cribs containing 2,021 cubic feet, belonging to A. Barnet from the Petewawa ; 46 cribs containing 1,111 cubic feet of Barnet' & Mackay's timber from White Trout lake ; 146 cribs, equal to 4,098 cubic feet, belonging to R. H. Klock & Co., from Rock Farm Deep river 11 cribs, or 328 cubic feet, from Campbell Bay, Calumet, owned by R. H. Klock & Co.

May 21st—Ninety-four cribs, or 2,574 cubic feet, from the Coulonge river, belonging to Messrs. J. & G. Bryson.

May 29th—One hundred and sixty-one cribs or 4,091 cubic feet of Thistle, Carswell & Co.'s timber from the Petewawa river. Also 146 cribs, or 3,382 cubic feet, from the Petewawa river belonging to the same firm.

June 6th—Gillies Bros. raft of 53 cribs or 1,420 cubic feet from the Coulonge river.

June 8th—Mr. R. Hurdman's raft of 96 cribs, or 2,326 cubic feet, from the Magnissippi river.

June 10th—Hawkesbury Lumber Co., a raft of 121 cribs, or 2,697 cubic feet, from the Dumoine river.

June 13th—A raft belonging to Messrs. Booth & Gordon, consisting of 121 cribs, or 3,126 cubic feet, from Indian river.

June 14th—201 cribs, or 5,314 cubic feet, belonging to Mr. Alex. Fraser from the Coulonge river and 14 cribs, or 2,848 cubic feet, belonging to the Hawkesbury Lumber Co., from the Dumoine river.

June 22nd—76 cribs, or 1,896 cubic feet, belonging to Mr. R. Hurdman, from the Magnissippi river.

LOGS PASSED DOWN.

Grier 1,070 through the Hull slide.

MacCracken and Booth 45,122 from the Gatineau river.

Rathbun Co., 8,482 by the Gatineau.

W. C. Edwards, 112,573 by the Gatineau.

Hawkesbury Lumber Co., 12,449 by the Gatineau.

J. Maclaren & Co., 62,332 by the Gatineau.

OUR TIMBER EXPORTS TO BRITAIN.

The following cargoes of Canadian wood have been reported at various United Kingdom ports since our last issue :

ANDROSSAN.—Amuna Tveten, Halifax, 6715 deals.

BARROW.—Familien, Halifax, 6984 deals and ends, 2164 birch deals.

BELFAST.—Fredrica, St. John, 18,678 deals and ends. Norman, Miramichi, 28,108 deals and ends, 12,000 fir palings. Vanse, Miramichi, 15,047 deals, scantlings and ends, 10,800 palings. Bolivia, Quebec, 81 pcs. hewn elm, 30 pcs. hewn oak, 346 pcs. hewn fir, 34 pcs, birch, 20,892 deals. Lothair, Miramichi, 18,881 deals and ends. Lord Devonshire, St. John, 67,898 deals, 10,000 palings. Lady Blessington, Quebec, 4004 pcs. sawn fir, 36,608 deals and ends, 7200 oak staves. Cathinca, Bay Verte, 14,345 pcs. sawn fir.

BEAUMARIS.—Falcon, Quebec, 19 pcs. hewn oak, 26 pcs. hewn elm, 12 pcs. red pine, 423 pcs. yellow pine, 20 round pine spars, 2867 deals, 250 pipe staves, 600 wowi. staves. Christian Wilhelm, Richibucto, 15,324 deals and scantlings.

BERWICK.—British Constitution, Quebec, 176 pcs. hewn fir, 41 pcs. hewn oak, 125 pcs. hewn timber, 5982 deals and boards, 437 staves, 18 lds. lathwood.

BRISTOL.—Marietta Braille, Miramichi, 28,521 deals, battens and ends. Sognedalen, Shediac, 21,702 deals, battens, scantlings and ends. Ragnar, St. John, 30,010 deals and battens, 457 scantlings, 3279 deal ends. Ontario, Montreal, 1595 pine deals, 4172 pine boards, 3 bdls. doors, 56,256 ft. elm, 10,728 ft. oak. Egglestone, Montreal, 12,309 deals, 15,994 boards. Texas, Montreal, 2674 spruce deals, 3462 pine deals. Lagartha, Shediac, 13,997 deals, scantlings, boards and ends. Arizona, Quebec, 231 pcs. oak timber, 111 pcs. elm, 1007 pcs. yellow pine, 5209 deals and ends. Uranos, Halifax, 12,521 deals, battens and ends. Alfhild, Quebec, 264 pcs. oak timber, 1459 pcs. pine, 2715 deals. Oxo, Miramichi, 20,635 deals, boards, scantlings and ends, 28,930 palings. Tasmanian, Quebec, 231 pcs. oak timber, 941 pcs. pine timber, 2370 deals, 1567 ends. Dominion, Montreal, 4563 pine deals, 34,530 ft. ash, 1200 ft. basswood.

CHESTER.—Marie, Buctouche, 6963 spruce deals, 937 spruce scantlings, 2192 deal ends. Fortuna, Campbellton, 6768 spruce deals, 22 deal ends. Glynwood, Jordan River, 8648 spruce deals and ends, 471 spruce deal ends.

COLERAINE.—M. A. Nutter, St. John, 11,768 spruce deals. Victor, Halifax, 5385 fir deals, 573 deal ends. Maritana, Quebec, 10,678 deals, 2315 fir staves, 12 pcs. hewn fir, 6 pcs. hewn elm, 5 pcs. hewn ash. Ailsa, Quebee, 16 pcs. hewn oak, 42 pcs. hewn n. o. e., 526 pcs. hewn fir, 3369 pcs. sawn fir. Mary Coles, Miramichi, 7795 deals and ends. S. B. Hume, St. John, 10,817 spruce deals.

CORK.—Eva Lynch, St. John, 16,663 spruce deals and ends.

CARNARVON.—Vaaren, Halifax, 8557 deals.

CARDIFF.—Homewood, Quebec, 692 pcs. hewn fir, 298 pcs. hewn oak, 76 pcs. hewn ash, 240 pcs. hewn birch, 111 pcs. hewn elm, 4569 pcs. sawn fir. Anna Camp, Quebec, 97 pcs. hewn oak, 81 pcs. hewn elm, 63 pcs. hewn birch, 755 pcs. hewn fir, 11,339 pcs. sawn fir, 2794 fir deals and ends, 750 oak staves. Gaetanin, Miramichi, 16,913 fir deals. Magnolia, Quebec, 5180 pcs. sawn fir, 172 pcs. hewn oak, 149 pcs. birch. Vesta, Quebec. 56 pcs. hewn elm, 366 pcs. hewn fir, 1839 deals. Caterina G., Miramichi, 18,323 fir deals. Vesta, Quebec, 150 logs hewn oak. Romulus, Quebec, 38 pcs. hewn oak, 117 pcs. hewn elm, 3471 pcs. 177 pcs. hewn fir. Iona, Quebec, 470 pcs. hewn fir, 3942 deals. Senator Weber, St. John, 44,040 deals. Cora, St. John, 47,363 deals. River Indus, Miramichi, 85,184 pcs. sawn fir. Pioneer, Bathurst, 34,201 deals, ends, scantlings and boards. Rose, Miramichi, 14,905 deals, battens and ends. Emil Stang, St. John, 28,161 deals and boards. Eidswa, Montreal, 6695 pcs. sawn fir, 3000 staves. Salomoni, Miramichi, 19,711 deals.

DOUGLAS,—Earnest and Marie, Dalhousie, 8385 pcs. sawn fir, 24 pcs. birch.

DUBLIN.—Arklow, Miramichi, St. John, 19,092 pcs. sawn fir, 2734 sawn fir ends. Chittagong, Miramichi, 48,572 deals. Skien, Quebec, 30 pcs. oak, 20 pcs. elm, 30 pcs. birch, 20 pcs. ash, 218 pcs. walnut, 14,664 deals, 30 pine boards. Hiawath, Bay Verte, 13,220 deals, 875 palings.

DUNDALK.—Sunshine, St. John, 12,687 deals, battens and ends.

DUNDEE.—Agnes Linck, Quebec, 13 pcs. hewn oak, 67 pcs. hewn elm, 11 pcs. hewn ash, 416 pcs. hewn birch, 442 pcs. hewn pine, 2728 sawn deals. Skjold, Quebec, 29 pcs. hewn pine, 20 pcs. hewn ash, 260 pcs. hewn birch, 8148 pine deals. Nelga, Miramichi, 22,778 deals and ends.

FLEETWOOD.—E. T. G., Quebec, 58 logs hewn hickory, 52 logs hewn cherry, 4250 pine deals, 668 pcs. hewn pine, 44 pcs. hewn oak, 33 logs hewn ash, 66 logs hewn birch, 50 logs hewn elm, 32 logs hewn oak, 41 logs hewn birch. Posedon, Montreal, 22,286 deals, boards and ends, 131 logs sawn fir, 6000 fir palings. Onkel Christian, Halifax, 10,212 fir deals. Lora Lytton, West Bay, 37,038 fir deals, 1306 fir boards. Stad, Halifax, 18,051 deals and ends.

GLASGOW.—Concordia, Montreal, 358 pcs. oak lumber, 4568 deals, 94 pcs. ash. Elba, Quebec, 1800 lds deals, 790 lds. pine, 176 lds. birch, 3 lds. ash, 3 tons walnut, 19 tons hickory. Siberian, Montreal, 3267 deals, 167 pcs. timber. Warwick, Montreal, 543 deals. Pomeranian, Quebec and Montreal, 355 lds. deals. Thornholme, Montreal, 49,916 deals, 42 bdls. pickets, 1 bdl. broom handles, Harbinger, Montreal, 48,791 deals, 12 bdls. pickets. Alcides, Montreal, 9636 deals. Corean, Montreal, 5300 deals. Colina, Montreal, 2700 deals. Samaratian, Quebec, 7342 deals. Somerset, Bathurst, 10,686 pine deals, 281 scantlings, 871 pine deal ends. Circe, Montreal, 2012 deals, 2250 deals and ends, 563 boards. Resolve, Campbellton, 232 pcs. birch timber. 44 pcs. spruce timber, 4 pcs. pine, 7610 pine deals, 355 spruce deals, 165 spruce scantlings, 476 spruce deal ends, 171 birch planks, 892 pine ends. Norwegian, Montreal and Quebec, 600 deals.

GLOUCESTER.—Ignolf, Montreal, 11,011 deals. Lucy Rippen, Miramichi, 30,625 deals, 4703 pcs. birch. Edda, Grand Pabos, 55,271 deals. Lucy Rippen, Miramichi, 12,000 fir palings. Bertha, Pugwash, 16,556 deals. Cito, Shediac, 17,303 deals. Lina, Parrsbro', 25,646 deals. Kong Sverre, Bathurst, 22,101 deals. Lina, Pictou, 1,344 pcs. hewn birch, 2,082 deals and ends. Iris, Bathurst, 42 pcs. sawn fir. Hortensia, Parrsbro', 23,266 deals. Darpa, Buctouche, 13,710 deals.

GREENOCK.—Bertie Biglow, Quebec, 286 pcs. oak, 60 pcs. elm, 461 pcs. ash, 214 pcs. red pine, 4241 red pine deals, 1405 red pine deal ends, 750 pipe staves, 3600 w.o.w.i. staves, 278 white pine logs. Aarvak, Quebec, 199 pcs. oak, 20 pcs. hickory, 107 pcs. red pine, 168 pcs. square white pine, 2658 spruce deals, 2640 pine deal ends. Trio, Quebec, 2 pcs. square white pine, 519 pcs. oak, 87 pcs. elm, 115 pcs. red pine, 57 pcs. waney white pine, 167 pcs. square white pine, 895 white pine deals, 1000 white pine deal ends, 803 red pine deals, 1017 spruce deals. Prince Eugene, Quebec, 107 pcs. elm, 167 pcs. red pine, 756 pcs. square white pine, 254 pcs. waney pine, 3660 spruce deals, 1730 pine deal ends, 77 pcs. oak. Fortuna, Quebec, 50 logs hewn oak, 5 logs hickory, 30 logs hewn elm, 16 logs hewn ash, 171 logs hewn birch 45 logs red pine, 141 logs yellow pine, 204 logs waney pine, 2157 deals and ends. Golden Horn, Quebec, 316 pcs. oak, 185 pcs. ash, 11 pcs. basswood, 19 pcs. maple, 5 pcs. birch, 4 pcs. cherry, 4 pcs butternut, 447 pcs white pine, 2,792 pine deals, 1,282 pine deal ends, 217 spruce deal ends, 20 pcs. walnut, 366 pcs. red pine.

LIVERPOOL.—Vanloo, Quebec, 145 pcs. red and 354 pcs. ww. pine, 2444 w. p. deals, 268 pcs. oak, 714 pcs. square w. pine, 1,194 w.p. deal ends, 87 pcs. w. bd. pine, 26 pcs. birch, 68 pcs. ash, 393 deal ends, 1645 fir deals. Rossignol, St. John, 25,883 deals and battens, 3483 deal ends, 363 scantlings, 1180 pcs. birch. Polynesian, Montreal, 2923 deals ; from Quebec, 431 cs. splints, 2715 deals. Waverly, Montreal, 91,610 deals and boards. Asta, Bay Verte, 15,403 deals, 1812 scantlings, 2,304 deal ends. Lake Huron, Montreal, 10,442 deals, 2059 boards. Livingstone, New Richmond, 169 pcs. birch timber, 12,815 deals, 1992 birch planks, 1597 deal ends. Lanarkshire, Quebec, 190 pcs. oak, 307 pcs. birch timber, 1069 pcs. white pine, 4475 spruce deals, 1667 pine deal ends, Familien, Bay Verte, 16,987 deals, 900 ends. Caspian, Quebec, 2240 spruce deals. Adelphia, Bay Verte, 14,447 deals, 822 deal ends, 852 scantlings. Vancouver, Montreal, 800 bdls. hickory squares. Carthaginian, Montreal, 3295 deals. Cadiz, St. John, 879 stds. deals, 44 stds. ends. Antoinette, St. John, 995 pcs. birch timber, 24,364 spruce deals, battens and ends, 14,000 palings. Lake Ontario, Montreal, 462 deals, 16 logs timber, 7281 deals. Vancouver, Montreal, 11 elm planks, 10,014 deals and ends, 4039 boards. Nicolette, Quebec, 396 pcs. waney and 225 pcs. white, 227 pcs. oak, 100 pcs. elm, 2424 spruce and 500 pine deals, 278 deal ends, 804 pipe staves. Hilara, Montreal, 795 stds. pine deals and boards, 27 pcs hewn oak timber. Tikoma, Richibucto, 29,327 fir deals and ends. Thorndale, Miramichi, 154 pcs. square timber, 56,136 deals, 11,413 scantlings, 27,030 boards, 9040 ends. Delhi, Miramichi, 5051 deals, 73,699 deals, boards, scantlings and ends. Lake Nepigon, Montreal, 5572 deals, 1145 boards, 375 pcs lumber. Sardinian, Montreal, 2205 deals, 1169 boards ; from Quebec, 641 cs. splints, 3759 bdls spoolwood, 156 bdls birch planks, 6 birch deals. Enterprise, Quebec, 222 pcs oak, 332 pcs waney white pine, 142 pcs waney board pine, 123 pcs cherry, 25 pcs oak, 1 pc elm, and 71 pcs ash timber, 67 pcs red and 624 pcs w. pine, 6374 spruce deals, 53 spruce deal ends. Sarnia, Montreal, 493 doors, 11,780 deals, 4083 boards, 125 stds deals and boards. Bellona, West Bay, 30,217 deals and battens, 988 scantlings, 12 deals, 2213 deal ends. Alumbagh, St. John, 2937 birch planks and ends, 28,626 deals and battens, 746 spruce scantlings, 2490 deal ends, 3831 spruce boards. Coventry, Chatham, 65449 deals and boards, 6661 ends, 311,335 palings. Havelock, West Bay, 23,316 deals and battens, 2342 scantlings, 2126 deal ends, 7306 boards, 3363 birch deals, 317 birch deal ends. Lake Superior, Montreal, 7025 deals 222 pcs studding, 948 boards. Lizzie Burrill, Quebec, 45 pcs oak, 75 pcs elm, 74 pcs ash timber, 1060 pcs white pine, 4424 pine deals, 1601 pine deal ends. Lennie, St. John, 7880 deals and battens, 4538 deal ends, 8000 palings. 810 pcs birch timber, 329 scantlings. Emma Parker, Pugwash, 16,400 deals and battens, 1783 deals and batten ends. Zenobia, Parrsboro, 12,378 deals and battens, 104 scantlings, 1583 deal ends. Konoma, Richibucto, 8204 deals and ends. Erema, Charlottetown, 9900 deals and ends, 104 pcs birch timber. Veritas, Parrsboro, 28,715 deals and battens, 446 scantlings, 2856 deal ends, 514 boards, 2 deals. Edmondsley, Montreal, 40,819 spruce deals, 2856 spruce deal ends. Ossuma, Richibucto, 27,756 deals and ends. Joseph, St. John, 41,230 deals and bat., 3541 scantlings, 6001 deal ends, 2722 boards. Oregon, Montreal, 71,116 boards, 11,887 dls. 3630 red pine deals, 37 stds. Activ, West Bay, 26,102 boards and scantlings, 2086 deal ends. Keswick, St. John, 22,508 deals and battens, 764 scantlings, 733 pcs birch timber, 3365 deal ends, 8000 palings. Fri, Pugwash, 17,801 deals and battens, 1203 deal ends. Paramatta, Quebec, 57 pcs oak, 173 pcs elm, 50 pcs ash, 396 pcs square white, 390 pcs waney, 370 pcs white pine, 1000 pine deal ends.

LANCASTER.—Orion, Dalhousie, 159 pcs. hewn fir, 93 pcs. timber unrated, 15,120 deals. Neptunus, Quebec, 30 pcs. timber unrated, 757 pcs hewn fir, 3990 deals. Thiis Lundegaard, West Bay, 15,230 deals and scantlings, 402 deals. America, Dalhousie, 4414 deals, scantlings and boards. Concordia, Montreal, 280 lds. sawn fir, 8 oak logs, 6378 pcs. birch, 64 fir logs. Bishop Brun, Halifax, 1312 birch deals, 12,784 fir deals, 137 pcs. birch timber.

LIVERPOOL.—Isplowen, Campbellton, 59 pcs. hewn birch, 3009 pcs. unrated sawn, 6017 pcs. sawn fir. Grethe, Halifax, 9706 pcs. unrated timber, 2403 pcs. sawn fir. Tancred, Halifax, 8435 pcs. sawn timber, 2774 pcs. sawn fir, 8 lds. birch.

LEITH.—Saga, Quebec, 17 pcs. hewn oak, 78 pcs. hewn elm, 8 pcs. hewn ash, 88 pcs. hewn birch, 10 pcs. hewn hickory, 340 pcs. hewn pine, 0377 deals and ends.

LONDON.—Angerton, Quebec, 67,688 deals. Ulunda, Halifax, 10,152 pcs. timber. Gerona, Montreal, 2 cars lumber, 5571 deals, 60 pcs. timber. Acuba, Montreal, 48,756 deals. Canadian, Montreal, 2 pkgs. lumber, 4476 deals. Fama, Quebec, 28,484 deals, 7371 planks, 3032 deal ends. Huano, Quebec, 26,608 spruce deals. Hovding, Quebec, 46,051 deals, 2350 deal ends. Mathilde, Pabos, 20,633 deals and ends. Fin, Quebec, 17,802 deals, 1307 ends. Angers, Montreal, 2460 boards, 7,905 deals, 6,866 deal ends, 2 cars lumber. Guy Colin, Montreal, 7797 battens, 1439 deal ends, 35,103 deals; from Quebec, 2584 deals, 18,412 deals, 2299 deal ends. Erl King, Montreal, 10,886 boards. Haverton, Montreal, 57,921 deals. Tropic, Quebec, 35,929 deals, 4384 deal ends. Tyndale, Montreal, 52,400 deals, 11,748 deals and ends. Smeaton Tower, Montreal, 32,493 deal ends. Carin, Quebec, 31,834 spruce deals, 1463 deal ends.

MILFORD.—Sigrid, Quebec, 15 lds. oak, 5 lds. elm, 269 pcs. hewn fir, 4627 deals. Sigrio, Quebec, 26 pcs. elm timber, 303 pcs. fir timber, 2651 deals.

NEWRY.—Culdoon, Parrsboro, 15,065 deals and ends. Kong Oscar II, Quebec, 30,096 pcs. sawn fir.

NEWPORT.—Niord, Quebec, 60 pcs. hewn oak, 20 pcs. hewn elm, 124 pcs. hewn birch, 20 pcs. red pine, 93 pcs. yellow pine, 7,831 fir deals. China, Dalhousie, 24,966 deals, scantlings and ends. Eyr, St. John, 11,160 deals, deal ends, battens and batten ends. Muriel, Miramichi, 14,199 spruce and pine deals, 6920 boards and scantlings, 2061 fir ends. Rose Markham, Chatham, 1969 deals, scantlings and ends, 38,550 deals, scantlings, ends and boards.

PORTSMOUTH.—Winnifred, Quebec. 146 pcs. hewn elm, 55 pcs. waney pine, 693 pcs. white pine, 4279 fir deals, 748 pcs. pine fir, 4733 deals and ends.

PLYMOUTH.—Canova, Quebec, 12 pcs hewn oak, 8 pcs. hewn ash, 38 pcs. hewn birch, 20 pcs. hewn elm, 1591 pcs. hewn fir, 4544 pcs. sawn fir.

SOUTHAMPTON.—Netherholme, Quebec, 1,081 pcs, hewn oak, 274 pcs. hewn birch, 118 pcs. hewn ash, 8 pcs. hewn walnut, 53 pcs. hewn fir, 14,245 pcs. sawn fir, 7200 staves.

SUNDERLAND.—North Star, Quebec, 115 pcs. hewn oak, 179 pcs. hewn elm, 12 pcs. hickory, 191 pcs. hewn birch, 643 pcs. hewn fir, 1695 fir deals and ends. George Linck, Quebec, 161 pcs. hewn oak, 28 pcs. hewn elm, 74 pcs. hewn birch, 662 pcs. hewn pine, 1892 pine deals.

SWANSEA.—King's County, Quebec, 68 pcs. hewn oak, 44 pcs. hewn elm, 696 pcs. hewn pine, 7111 pcs. sawn pine. Nipolini, Miramichi, 17,425 pcs. sawn fir. Carl, Richibucto, 13,573 pcs. sawn fir. Anne Elizabeth, Miramichi, 11,303 fir spruce deals, 1180 fir spruce deal ends.

TROON—Island, Quebec, 149 pcs. oak, 432 pcs. hewn pine, 976 deals, 485 deal ends, 1274 spruce deals, 1284 spruce deal ends. Ruby, Miramichi, 9237 deals and ends.

WESTPORT.—Sylphiden, St. John, 7268 fir deals.

WHITEHAVEN.—Paulus, Richibucto, 13,830 deals, sleepers and ends.

Basswood Wanted

500,000 feet of good cull Basswood wanted.

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PORTER, ROBERTSON & CO.,

31 Adelaide Street East,

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IMPORTANT

AUCTION SALE

TO CLOSE A PARTNERSHIP.

The sale of property and effects of

Messrs. Gilmour & Co., Ottawa, and

Messrs. Gilmour & Co., Trenton,

Consisting of

TIMBER * LIMITS

Mills, etc.

Will take place at the

Russell House, Ottawa,

—ON—

WEDNESDAY, 9th APRIL, 1890

At 1 o'clock p. m.

The property will be sold in parcels.

Parcel 1—"The Gatineau Mills Property." This property consists of limits on the River Gatineau and tributaries, containing about 3,500 square miles, with improvements, farm buildings, etc.

The mills are furnished with all necessary plant and are in good repair.

Parcel 2—"The Trenton Mills Property." This property consists of limits in the Townships of Abinger, Anglesea, Barrie, Cardiff, Cashel, etc., containing about 500 square miles, and includes mills, logs and all necessary plant; also Crow Bay Mill Property and about one hundred town lots in Trenton, with dwellings for about 75 tenants, and 200 acres not divided into lots; also about 18,000 acres in the Townships of Anglesea, Barrie, Belmont, Cashel, etc., with lumbering depots at Havelock Station, Gilmour Station and Harvey.

Parcel 3—"The Hull Mill Property." Consisting of mill site and machinery.

Full particulars and information as to conditions of purchase, assumption of liability, etc., will be given on application to Gilmour & Co., Trenton; Gilmour & Co. Ottawa; Gilmour & Co., Quebec, or to

BLAKE, LASH & CASSELS.
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Important Sale of

TIMBER * LIMITS

Saw Mills, Lumber, &c.

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The Pembroke Saw Mill (as a running concern) with Piling Grounds, Town Lots and Buildings and about 95 Square Miles of Timber Limits on the Pettewawa and Indian Rivers.

The Chalk River Saw Mill (as a running concern) Piling Grounds, Buildings, and about 10 or 12 Square Miles of Timber Limits on the Pettewawa.

The general plant of both mills to be taken by the purchaser at a fair valuation, and the logs on hand at close of season at Pembroke, some 20,000 at $1.35 per std. duty paid.

The special attention of lumber dealers is directed to some 6,000,000 to 7,000,000 feet of assorted Lumber, dimension Timber, and planed Lumber which will be sold cheap.

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W. R. THISTLE & CO.,
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Ottawa, Oct. 30th, 1889.

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Canoe, Yacht and Boat Sails made to order. Perfect Fits guaranteed.

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We shall be pleased to have you write to us for samples and prices of

TEAS, TOBACCOS, SUGARS, SYRUPS, RICE, Etc.

We can and will cut prices fine to large buyers.

We have a GOOD, SOUND, FINE FLAVOURED TEA at 12½ cents.

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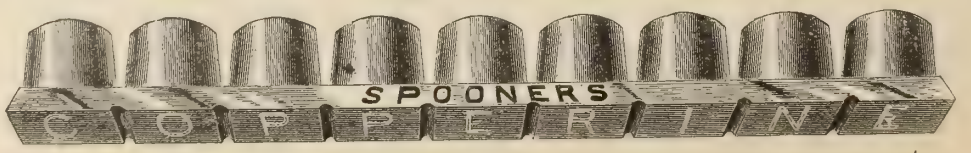

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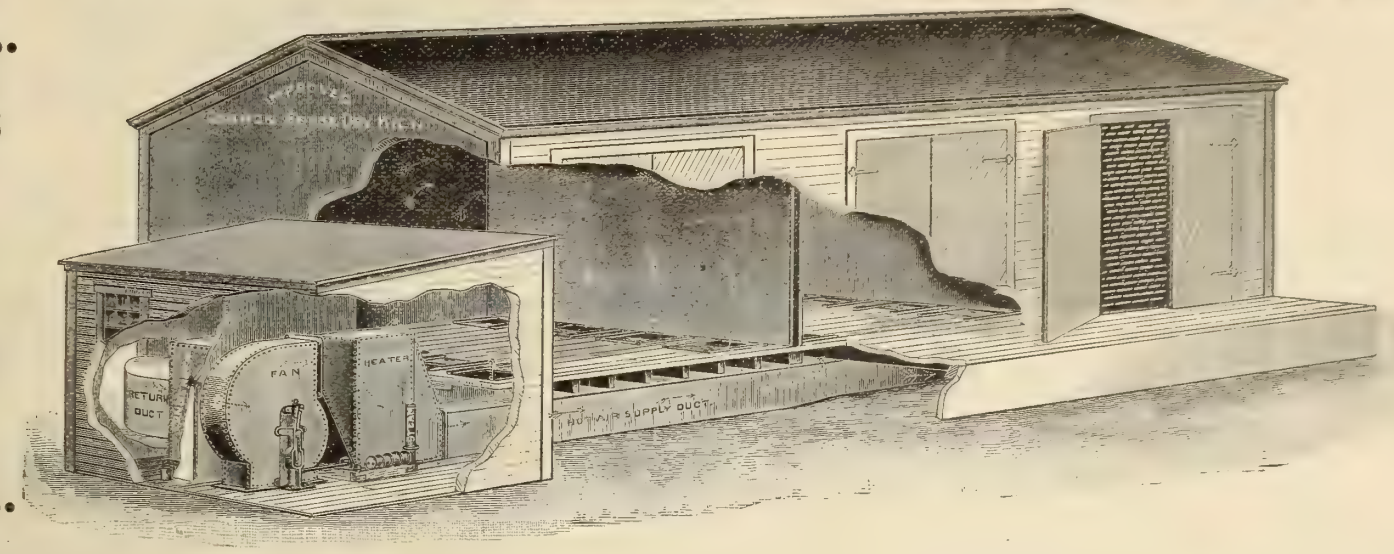

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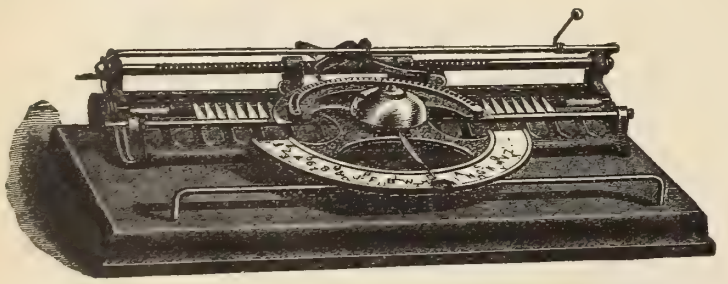

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ONE set hoop machines, American make.

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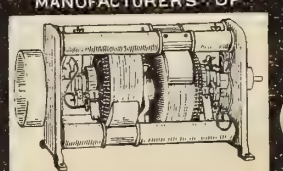

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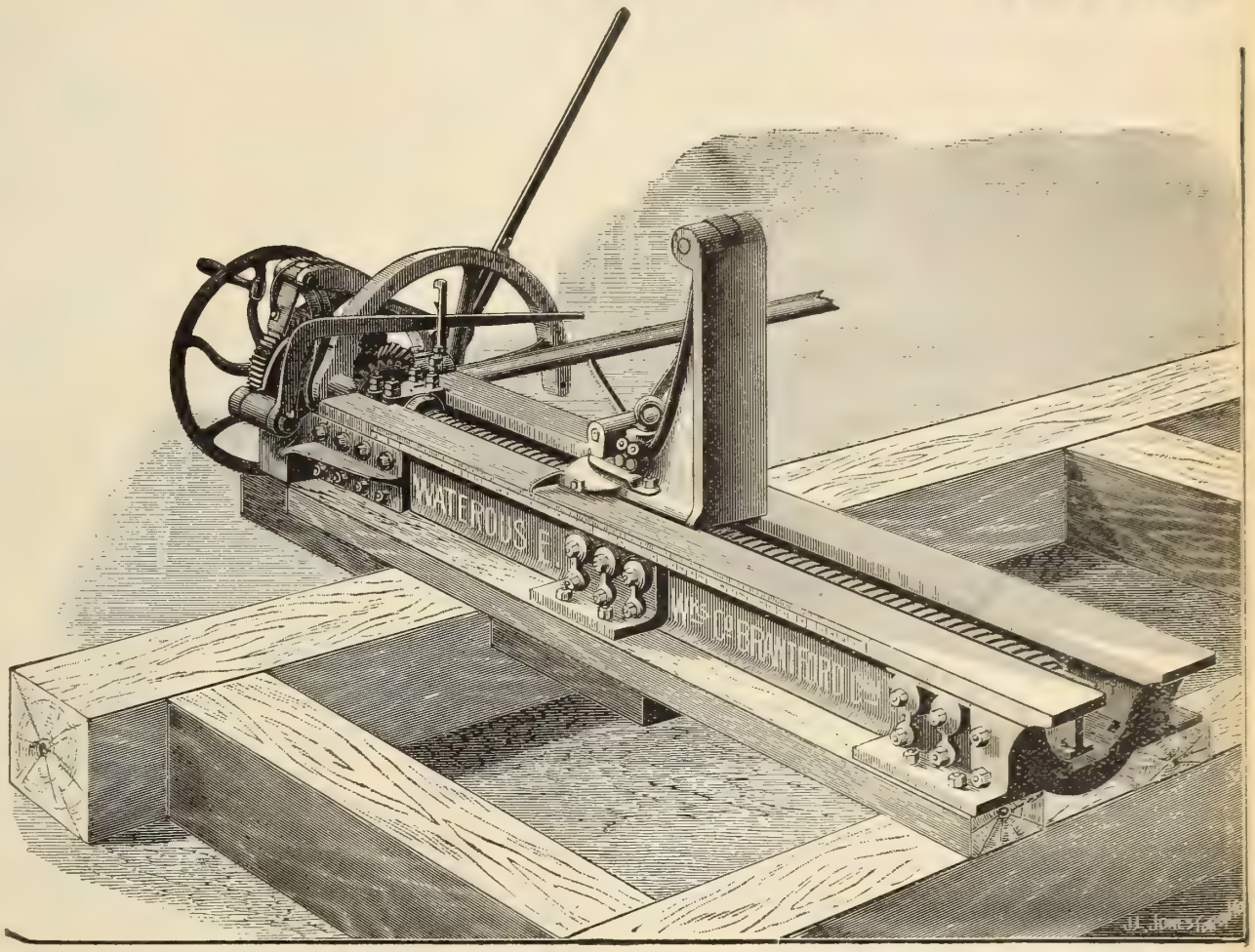

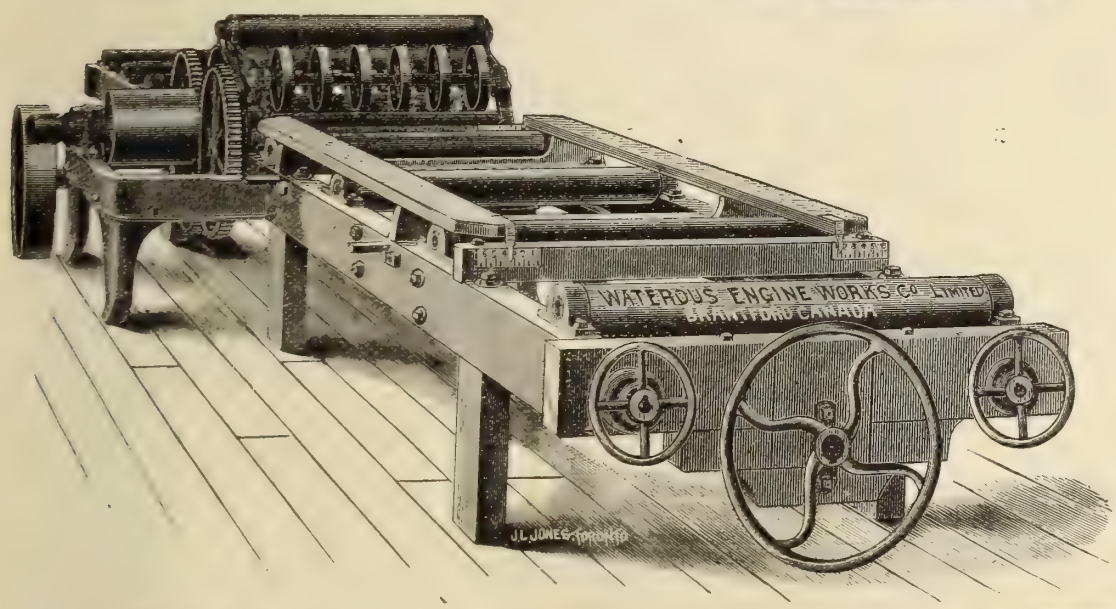

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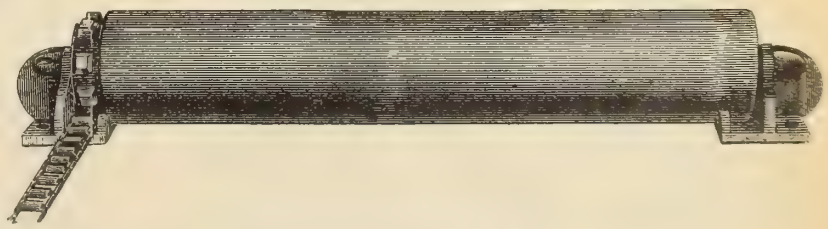

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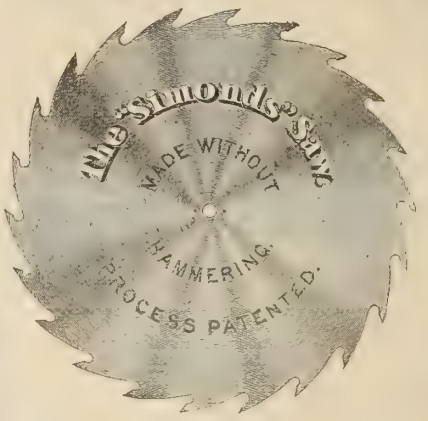

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THE CANADA LUMBERMAN.

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THE CANADA LUMBERMAN
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TO OUR READERS.

FOR the several years during which THE LUMBERMAN has been under its present management we have carefully avoided referring in cold type to matters of a financial character. As necessity, however, is a stern master, and we are much in need of a small fortune, in the way of overdue subscriptions, which is scattered throughout the Dominion, we have decided to make an urgent appeal to all readers in arrears to show their appreciatiation of our journal by remitting the small sum due by each before the close of the present year. The amount of subscription, when considered singly, is so small that many are inclined to "pigeon-hole" our accounts from time to time as being too trifling to remit, but these accounts in the aggregate form an important and quite indispensible fund, the withholding of which often proves ruinous to an otherwise prosperous business. Will our friends kindly indulge us for making a strong appeal to have all overdue accounts straightened up at once, and by so doing make our Christmas and New Year happy.

We have worked faithfully and well towards one object: that of making the CANADA LUMBERMAN equal in all respects to that of any of our *confreres*. Our progress in this direction has been proportionate to the patronage extended us, and from present indications the eleventh volume of this journal—which opens with the new year—will be by far the best yet issued. The publisher solicits a continued and even more active support from the lumbermen of the Dominion, in return for which we will endeavor to make Canada's only lumber journal one of which the the trade will have just reason to be proud.

May the many readers of THE LUMBERMAN enjoy a merry Christmas and a happy and prosperous New Year.

THE Ottawa lumbermen are making preparations to go heavily into the square timber trade this winter, and the indications are that there will be more square timber taken out during the winter than for many years past. The prospect of high prices and increased demand which a short time ago was looked forward to with certainty has not been sustained by more recent developments. Should there be an overproduction, notwithstanding there may be an increased demand, it does not necessarily follow that there will be an advance in prices. While some of the lumbermen expect an advance in prices, others again are of the opinion that white pine lumber will be at least 10 per cent. below this season's quotations.

HON. H. G. JOLY is opposed to celebrating Arbor Day in the autumn, as in our cold climate fall planting of forest trees is a mistake. Speaking from experience he says he has lost hundreds of valuable trees by planting them in the fall. A transplanted tree always labors under a serious disadvantage, even when transplanted in the spring, but, in the fall, when taken up and replaced in a new hole, with mellowed earth round the roots, the autumn rains will soak the soft earth, and the early frosts before the heavy snows, will freeze, not only the soft earth but also the roots, which from their spongy nature, absorb a considerable quantity of water. Water, in freezing, expands and bursts the bark of the roots, separating it completely from the wood, which kills the tree even more effectively than if all the bark was peeled off the stem.

THE amount of British capital seeking investment at the present time in the United States is almost unprecedented. This is largely brought about by accumulated capital becoming restive under a low rate of interest, and the tens of thousands who constitute the investing class are forever on the alert for a chance to put their money where it is likely to bring returns. As government securities are ruling low, the investment usually takes the form of subscriptions to capital stock, securing the British investors the local control and ownership of the property, while leaving the management in the hands of Americans. What will be the outcome of the immense investments which have been going on for sometime it is difficult to foresee. It is certain, however, that England is every day getting a stronger grip on the best investments in the States with a prospect of soon being able to control many of its leading industries. In this scramble for investments Canada has not been altogether overlooked, though the investments that have been made are not to be compared with those that have been made in the States. The plethora of money in England is very great, and what Canada most needs is capital. Its undeveloped native wealth is almost incredible, and there are innumerable fields open for its employment. If the proper steps were taken to impress upon British capitalists the great benefits to be derived from the development of our industries and natural resources, the investments could be increased to a much greater degree.

IN view of the result of the elections recently held in the States, it is not likely that the American congress will take any step toward retaliating against Canadian lumber. The sentiment of the people in favor of tariff reform is a growing one, and it is not to the interest of congress to openly defy it. The cool heads of the Republican party, will not favor retaliation knowing full well that it would work injury to the country. Another thing, the lumbermen themselves are by no means a unit on the question, and are therefore incapable of presenting a bold front. So far as Canadians are concerned, they can well afford to follow the even tenor of their ways, and in the meantime keep a sharp lookout for other markets. On this point, Mr. Bowell, Minister of Customs, in a recent conversation with a press representative is reported as saying: "We may have been dependent to a large extent on the United States for markets for the sale of our natural products in the past, but we are not going to remain in that position. We are going to spend money right and left in securing direct communication with foreign countries with whom we can build up a profitable market for the sale of our lumber, fish and other products. That we are in dead earnest," continued Mr. Bowell, "I have but to refer you to the steps we have taken in that direction this year. We are arranging to subsidize a line of steamers between Canada, China, Japan and Australia. We have tenders now before us for a direct steam communication between Halifax and the West Indies and between Halifax and South America. We have made provisions for a fast line of steamers between Canada and England, by securing from parliament an annual subsidy of $500,000 to aid this service. We have sent commissioners to Australia, South America, the Hawaiian islands, and the West Indies to ascertain the most feasible step to take for securing closer commercial relations with those countries, and as a result of all this we hope soon to be in position to say to the United States that we are independent of their markets, which they have so frequently threatened to close against us."

A MOST important report on timber supply was submitted at the session of the Carriage Builders' Association, held at Syracuse, N. Y. The committee in their report called attention to the second growth in white ash, the scarcest of all woods used in the construction of carriages and wagons. The supply was being heavily drawn upon in other industries, and the outlook in regard to it was very discouraging. As to old-growth ash the situation was but little better, although it was obtainable in much larger quantities. There would be enough of it to last for many generations were it not for the fact that it was so extensively used for the interior finishing of houses and cabinet work. The large old growth oaks of the South would make an excellent substitute for ash, and in some respects would prove superior to it. The supply of white wood was very abundant at the present time, but it was being cut up at a tremendous rate for house finishing purposes. Basswood was found in nearly all the timber states of the Union, and, should necessity require, it would make a good substitute for white wood in the manufacture of carriages. For hickory, on the other hand, the most important of all carriage timbers, there was no good substitute in all the world. It grew only in a few states and in a small part of Canada. White oak, important in the manufacture of wagons, was one of the most abundant of all the timbers used. Like old growth ash and white wood, it was being extensively employed in carpentry and for a thousand other purposes, but the supply was so great that there was no occasion for alarm in that fact.

IN reply to a petition from Lunenburg, Nova Scotia, regarding the enforcement of the statute referring to sawdust, the Hon. Charles H. Tupper, minister of marine and fisheries, exhaustively reviews the question of enforcing the law. He starts out by saying that his former action in directing a strict observance of the statute was based upon information gleaned from reports of officers of his department, who had on different occasions examined La Have River, and the reports were of such a nature as to admit of no other course than the one he had pursued. Quoting from a report made by Inspector Rogers in 1879, and from a report made by Mr. Samuel Wilmot, superintendent of fish culture in 1884, he adds "My attention being called last year to the neglect of officers of this department in Nova Scotia to enforce the law, I caused, as you are doubtless aware, notices to be served upon every mill owner in Nova Scotia to the effect that in the spring of 1889, and after, the law relating to sawdust would be rigorously enforced." Commenting upon the part of the petition which sets forth that the channel of the river has not been made shallower he says: "Taking the returns of mills' cut on La Have for 1887 and 1888, it is estimated that 25 per cent. of the lumber is reduced to sawdust, and, allowing for expansion, we have nearly 1,200,000 cubic feet of sawdust annually finding its way into the river, or, during the past 20 years, 24-000,000 cubic feet. The surveyed sawdust area approximates 9,000 feet long by 800 feet wide, and an examination of the sections shows an average depth of say 3 feet, thus giving a mass of sawdust within this area of 21,000,000 feet, and allowing for an average depth nearly three feet and half, this amount very clearly agrees with the sawdust accumulation of twenty years." The petitioners claiming that cheap manufac-

ture is necessary to enable their mills to compete with United States lumber producers in foreign markets, the minister says, "it should be borne in mind that much of the competition in the West Indies and South America consists of Canadian lumber exported via New York and manufactured by people who are subject to the enforcement of the statutes from which the petitioners ask to be released. The argument that the existence of the lumbering industry is threatened by representing that it would be a fatal blow to the district were the mills to shut down, is not well founded, since the mills in many districts of Canada and in the United States exist and multiply where the law is enforced. A certain expenditure according to circumstances and the location of the mills, must of course ensue; but there is nothing to show that this expenditure would be excessive." Arguing in favor of the permanent preservation of the fishing interests he concludes by saying, the enforcement of this enactment prescribed by the statutes, means but a relatively insignificant expenditure during the time the mills may be in operation; while to the community at large it means, coupled with the other regulations, the permanency of valuable fishing interests long after the mills have ceased to run, and for these reasons he considers it advisable to maintain the decision already conveyed to the petitioners. Now that the minister has seen fit to sit squarely down upon the saw mill owners on the La Have river in Nova Scotia, and also on the saw mill owners on the Otonabee river in Ontario; the country will wait with breathless anxiety to see what he will do in regard to the reckless throwing of saw dust and mill refuse in the Ottawa river.

WE learn with regret that the well-known lumber firm of J. K. Post & Co., of Oswego, N. Y., has made an assignment for the benefit of their creditors. The failure is said to be a heavy one, nearly $200,000 being involved. For years past the firm has been favorably known to the lumber markets of the country, and its financial standing was high; as a consequence the failure has caused a great deal of comment in Ottawa lumbering circles, as several lumber merchants of that city are among the creditors. For a couple of years previous to the death of J. K. Post, which occurred in July last, the firm had a number of heavy losses. Mr. James Moir, lumber merchant, of Albany, N. Y., has also made an assignment. The complication in Mr. Moir's financial affairs had origin, it is said, in his purchase less than two years ago of a large block of Canadian lumber, which he had to dispose of at a loss, The present crisis was precipitated by the failure of J. K. Post & Co., of Oswego, with whom Mr. Moir was involved to a greater or less extent. Mr. James Moir's name has been very popular among the lumbering firms where he had business dealings, and his paper has always been met as soon as due. It is reported that the Ottawa lumbermen have claims against J. K. Post & Co and James Moir amounting to nearly $100,000, and that the failure of the former has affected the firm of T. W. Holmes., for whom F. W. Avery is agent at Ottawa. The Canadian creditors of James Moir include the Canada Lumber Company, of Carleton Place, the Rathbun Company, Messrs. Pierce & Co., J. R. Booth and W. W. Cooke of Whitehall, who purchased a large amount of Mr. E. B. Eddy's lumber.

THE American Forestry Congress and the Pennsylvania Association held joint meetings in Horticultural Hall, Philadelphia, during the month of October, the two amalgamating under the name of the American Forestry Association. Mr. Landreth, president of the Pennsylvania Forestry Association, welcomed the delegates in a very interesting and felicitious address. In the absence of Gov. Beaver, the president of the Congress, Hon. H. G. Joly, of Quebec, the first vice-president, responded to the address of welcome in a very graceful and business-like speech. He said the friends of forestry do not wish to prevent the cutting of timber for use. They only desire to prevent the unnecessary waste by careless or other injudicious methods of managing forests and cutting them off. He added that there should be no antagonism between the forestry people and the lumbermen, but they should work together in harmony to secure a future permanent supply of timber by the continued reproduction of the forests. Hon. Carl Schurz followed in an earnest address. Referring to the devastated lands of the East, now barren wastes, and their people in poverty, and to Spain, once strong, industrious and prosperous, now shorn and struggling, he said "The laws of nature are the same everywhere, and there never has been a people or country so great or prosperous as to be able to defy them." He recommended that wherever the forests cover the head waters of the great rivers they be kept in possession of the government. At the Congress sixteen states were represented by delegates appointed by the governors, and there were representatives from some of the agricultural departments and societies. Mr. Joly was commissioned by the government of the Province of Quebec to represent it. Mr. B. E. Fernow, the chief of the forestry division of the Department of Agriculture, at Washington, represented the government of the United States, and read an elaborate paper on "Methods of Forestry Reform." On a later day of the meeting Mr. Fernow introduced resolutions to the effect that the Association should petition the National Congress to pass an act withdrawing from sale all forest lands on the public domain, until a commission, to be appointed by the President of the United States, shall examine all the forests which belong to the nation, and report which regions ought to be kept permanently in woods. The commission also to report a plan for a permanent system of forest management by the government. These resolutions were vigorously opposed by Mr. Lemon Thompson, a well known lumberman of Albany, N.Y., on the ground that it would be contrary to the national usage, and to the genius and spirit of republican institutions, to have the government engage in such a business enterprise. He also thought that the forests would be much better protected if the land is sold to individual citizens, and managed by them as their interests require. He said this system of individual enterprise had built up the prosperity of the country, and he was opposed to such change as putting millions of acres of forest lands into the hands of politicians and office holders to be managed by them. The resolutions were finally adopted. Mr. E. E. Russell Tratman, of Brooklyn, read a valuable paper on "Economy in the Consumption of Railway Timber". Prof. Prentiss, of Cornell University, read a short paper on "The Hemlock". He described it as one of the slowest growing of all our trees, and said it is being everywhere rapidly cut off, while no effort is made to have it grow again by protecting the ground or the young trees. He thought after the pine, the hemlock was the most valuable of our trees. The meeting was well attended, and the papers and discussions were more practical and solid than the average in previous meetings of the national organization. The time and place of the next meeting was left to the Executive Committee to decide. Cincinnati and Quebec were both mentioned as likely to be chosen.

SPLINTERS.

A NEW United States custom station has been established on the South Shore of the Lake of the Woods near the mouth of Rainy Lake River for the purpose of stopping depredations on United States forests in Minnesota.

* * *

THE tonnage of vessels arriving at Liverpool, England, from Canada during September was 41,997 tons, against 21,421, or nearly double the tonnage arriving during the corresponding month of last year. Eighty per cent. of these vessels were engaged in the lumber and timber trade. The aggregate tonnage arriving in Liverpool from Canada, from January 1st to September 30th, was 386,536 tons, against 305,583 tons in 1888, and 284,024 tons in 1887.

* * *

THE Yellow Pine Association, at the meeting held at Montgomery, Ala., on Nov. 14 fixed the prices of lumber hereafter, until further notice, as follows; Standard sills, 26 to 34, feet, $10; same, 35 to 36 feet, $11; $1 extra for each inch and over 10 inches; car decking, $9; heart face decking, $10; car heart sills, $50. Run of logs, including all sizes and lengths up to 24 feet, for house building purposes, $8.50 per M.; all lengths over 24 feet, add 50 cents for each two feet additional; weather boarding, resawed, $10; weather boarding, not sawed, $12.50; sheathing, $7. Above prices f. o. b. at mills.

* * *

THE forest rangers employed by the government of the province of Quebec assembled in Hull, Nov. 15, in accordance with a request from the commissioner of crown lands, to receive instructions from Mr. J. B. Charleson, superintendent of rangers, with respect to lumbering operations for the winter. Mr. Charleson pointed out that during the past year the provincial revenue from crown timber dues had increased over $330,000 through careful watching, but remarked that there was still some leakage which he hoped the rangers would succed in stopping. The administration of the crown lands department, he said, was purely non-political, and every employee of the department was required to do his duty, showing neither fear nor favor, and that no man who failed in the thorough performance of the duty assigned to him need expect political preferences to help him.

* * *

A DEPUTATION consisting of Messrs. W. G. Perley and H. Robillard M. P's, Mayor Erratt, Ald. Durocher and Mr. John Stewart, mining engineer, recently waited upon Sir Hector Langevin, at Ottawa, and asked that the goverment grant a site upon which smelting works could be established. Mr. Perley explained the object of the deputation, and said the lumbermen had agreed to furnish fuel for the manufacture of iron or steel, and that it was desirable to get a location for such works near Ottawa. The government, he pointed out, had land which was not being used which might be devoted to the purpose. Sir Hector promised that the question of granting a site should receive considertion. A number of capitalists are prepared to take up the matter and start a company, but the character of the undertaking will depend upon the amount of capital furnished.

A MAMMOTH CONCERN.

The Rathbun Company's Extensive Industries at Deseronto, Ont.

Deseronto is a charmingly situated, and thriving business town on the Bay of Quinte. It has a population, according to the last census, of some 3,500 souls, possesses 5 churches, and has a Salvation Army barracks. It also boasts a fine Town Hall, Public School buildings, High School in course of erection, and which is expected to be opened early in 1890; police station, gas works, two newspapers, public square with band stand, banks, 5 Mutual Benefit Associations, several good hotels, etc. There is also in the centre of the town a large tank, with a capacity of some 700 barrels, exclusively kept for fire protection purposes. The town is governed by a mayor and 9 members of the council. The finances of the town are in a fairly good condition. They have no interest in arrear, and the levy upon the inhabitants for the year 1889, including all purposes, was only 17 mills on the dollar. The Indian name "Deseronto" (Thunder and Lightning) seems to have been well applied; for when it is considered that only 38 years ago, this was a small hamlet, it must be admitted it it has grown with thunder and lightning rapidity. Now, it may be asked, what has all this got to do with the "Hub" of the lumber world? Everything! for this flourishing town owes its very existence and present prosperity to the family and firm of the Rathbun Company.

Some forty years ago Mr. Rathbun came to Deseronto, then a small hamlet as before mentioned, and commenced operations by erecting a saw mill with a capacity of only about 30,000 feet a day. In those early days matters did not run as smoothly as they do now in Canada, and only a slight conception of the intrepidity, dash, energy and indomitable perserverance of this pioneer of the lumber world can

be formed by reading this notice. It is necessary to visit Deseronto, have an interview with the Messrs. Rathbun, and be escorted over their great works by Mr. J. M. Poitras, the very courteous and well-informed chief inspector of the lumbering department; listen to the "hum" of the countless machines; witness the busy activity of some 1200 employees; see the happy faces of the children going to and fro to their different schools; view the hive of working bees at the wharves and quays with their fleet of steam and sailing vessels entering or leaving the harbors; all this and more is needed to comprehend what this now great merchant prince, his family have done for mankind generally, and Deseronto and its inhabitants particularly.

The Rathbun Company, Ltd. is strictly confined to the family of the Rathbun's. E. W. Rathbun Esq., is president and manager of the company (also Mayor of Deseronto) and is ably assisted by F. S. and H. B. Rathbun, Esqs., and a very efficient staff of counting-house and other officials.

The little mill of 38 years ago and small office, has given place to a palatial building for office purposes, 45x85 feet, three stories high, and fitted with every modern convenience, and fire proof, with their own Terra Cotta fire proofing material from cellar to roof, at an estimated cost of erection of some $20,000. They now have two mills with a capacity of 200,000 and 50,000 feet a day respectively, a shingle mill of 200,000 shingles a day capacity; a flouring mill with 200 barrels a day output; a car works, where they can completely make and turn out four cars per day.

This company has also boiler shops where they make locomotive, stationary and marine boilers; machine shops where they build locomotive, stationary and marine engines; and have a full equipment of steam hammers and all modern machinery necessary for executing first-class work. Their door, sash and blind factory is a building of 400x75 feet, two stories high, and in it they manufacture doors, sashes and blinds which they ship to all parts of the world besides supplying the home trade. Their Chemical works are composed of a nest of eight charcoal kilns, with a capacity of 50 cords each per day. In their Terra Cotta works they make porous terra cotta fire-proof building materials, flat arches, segment arches, for protection of iron girders and iron columns, partitions, roof linings, furring, etc., and porous terra cotta hard bricks for sewers, drain tiles, etc. This is a daily increasing industry and the manufactures, of this branch are now being used by architects and builders in the large cities and towns throughout the Dominion. It was used in the buildings of the Bank of Commerce, New Canada Life Insurance Co. and Board of Trade offices in Toronto, and in many large buildings in Montreal.

Some conception of their lumber operations may be formed by the fact that their estimated handling from their own mills during the past year are from 55 to 60 millions of board lumber and some 10 million feet of short lumber, lath, etc. In addition to above they operate rented mills at Ottawa, Calumet, Hawkesbury, Hungerford and Chandos, which swell their annual output to the respectable total of about 100 millions of board lumber for past year.

In addition they own and run a fleet of some six steamers and ten sailing craft; the sailers are used for lumber carrying only, and a portion of the steam craft are used for passengers and freight and make daily trips to many ports in Ontario and U. S. and in some instances trips twice and thrice daily.

This mammoth firm also own the Bay of Quinte railway (4 miles); Napanee, Tamworth and Quebec railway, (60 miles) and the Thousand Islands railway (4 miles). They are also bankers and general merchants.

Besides their great central establishments at Deseronto, (where they have a perfect system of fire-saving and appliances for same, and which are hired by the Deseronto corporation in time of need) they have some 19 branch houses in the Dominion of Canada and agencies in England, Scotland, United States, Australia, New Zealand and South Africa.

The staff employed necessary to efficiently conduct this gigantic concern, including agencies and the wood operations, is roughly estimated to consist of some 3,500 men, boys and girls. So the Rathbun family may be fairly considered to have well earned the title of "Merchant Princes of Canada."

R. O. D.

ONTARIO'S TIMBER RESERVE.

North Bay is of picturesque appearance, situated on the north shore of Lake Nipissing, a beautiful sheet of water 70 miles long and twenty to thirty wide. By some difficult portages a passage is had by French River to Georgian Bay. Lake Nosbonsing, nine miles to the south-west, is also a grand sheet of water and is surrounded by high mountains and green glades, forming, with Trout lake, the head waters of the river Mattawa. From North Bay a government road has been constructed in a line due north to the head of Lake Temiscaming, a distance of 80 miles. This road, although not yet available for summer travel, opens up a large and valuable timber and agricultural country, which up to a very recent period has been a veritable *terra incognita* known only to the voyageur or the Hudson Bay trapper. Although it can never be what may be called a good agricultural country, yet millions of productive acres lie between North Bay and Lake Temagaming, and millions more between that and Temiscaming, where already twenty-five new townships have been surveyed by the R. C. Colonization company, and about 60 per cent. of this is said to be good land. Beginning about 15 miles north of North Bay in a country north and west for about 50 miles is the great timber reserve of Ontario. Here are thousands of miles of pine, spruce, tamarac and hardwood yet untouched by the lumberman's axe, and here also is the home of the moose, cariboo, elk and red deer, and the otter, beaver, mink and martin. Its only inhabitants are a few Indians, a branch, of the Algonquin tribe, who speak the Ojibway dialect. The climate as far north as Temiscaming lake, where vegetables and all kinds of cereals have already been cultivated, is not much colder than that of Montreal, Lake Temagaming opens clear of ice about first of May. The scenery around this lake, as well as many others, is charming, varied by mountain peak and waterfall. As no large rivers traverse this region and the small streams are obstructed by rapids and chutes, a railroad must in the near future be constructed to convey to market the valuable timber and minerals which abound in almost inexhaustible quantities. This has already been surveyed and subsidised by the Ontario Government to the head of Lake Temiscaming with a view of its being continued to James bay, 400 miles further north, near which large anthracite coal deposits have recently been discovered. This road will be a great boon to the lumberman on the Kippewa and Temiscaming districts, who have now to bring their supplies via C. P. R. to Mattawa, then by steamer to Le Clave, then a portage of three miles, then a water stretch to Les Arables, another portage, another water stretch to La Montaigne, then another portage at the Sault, and another water stretch Seven League Lake, thence by the Colonization Railway and teams, while if the North Bay branch was built, supplies could be brought direct from Toronto or any point west via G. T., Northern & Pacific Junction.

UTILIZATION OF WASTE

[Northwestern Lumberman.]

The increased cost of hardwood stumpage and all the accessories pertaining to the manufacture and distribution of the product have forced an issue upon mill men that must be met and overcome if investments in mill plants are to be made remunerative. The opposing force is the low basis of selling prices on nearly all kinds of hardwood lumber as compared to the gross cost.

Between the saw and a settlement with buyers there is a vast field for manipulation, in which grading and measurement cut such an important figure that from sanguinity immediately after the lumber is piled, a mill man becomes almost bankrupt before he has the cash in hand from purchasers, and many times he then finds that for a season's labor and risk he has simply made one hand wash the other. It does not necessarily follow that trickery has proved an important factor in such a result; in fact, it can be usually traced to legitimate causes, due wholly to the vicissitudes of an ever changing trade. A few lessons of such nature bring to the surface the conundrum, what shall be done to profitably utilize that portion of a mill product that has always gone to waste?

The first answer is, turn slabs, edgings, ends, branches and stumps into piece or dimension stock. Such a solution sounds well; but where are the buyers, what the particular uses to which such stock can be applied? Again, if the buyer and various uses are found, will not the investment in machinery made necessary in the operation rid the business of all profit? These are questions that must be solved by those directly interested, as much depends upon whether extra power must be employed, and whether the operator is in a position to go into the business extensively, or can only do a moderate amount, the cost of which would be as great as though dealings were heavy.

Generally speaking, it will not pay for a small operator to go into the manufacture of piece stock, as in order to make money in the business, a mill man must be prepared to make and fill large contracts, the details of which will vary radically, and probably necessitate the purchase of raw material outside the product of his own mill.

Throughout the country east of the Mississippi river the largest breweries in the world are located. Have poplar men ever thought to compute the number of bungs that are used annually in beer barrels? Each bung means the utilization of a piece of poplar one inch thick and 2¼ inches square. The makers of clock cases, located extensively throughout Connecticut, use millions of feet of walnut, ash, oak, cherry and white pine "cut to size," as the saying is, and it is exceedingly hard work for a stranger to get any information about the trade unless he skirmishes around among the factories and gets a list of the sizes used, which are multitudinous; but the use is there, and it only needs looking after. Desk makers never thought of buying anything but long lumber until a down-east Yankee put them up to buying piece stock, and now regular shipments are made of rails, draw fronts, slats and panels. It is the same with makers of cabinet organs, chamber sets, folding beds, chairs and numerous other articles of furniture. Carriage makers have for years been heavy buyers of piece stock, using oak and ash principally. An almost unknown use for piece stock is the manufacture of gun stocks, and the wood most used is walnut. For such a purpose a gnarly, cross-grained, flinty cull is far preferable to clear straight-grained wood; in fact, the latter is not used if the former is obtainable. The thickness most used is two-inch, and the blocks are cut about 18 inches long, with one end six inches wide, the other about four inches. These measurements are not exact, as the stocks made by various manufacturers of guns and rifles necessarily vary. For such work, the crotch of a tree, or a twisted, gnarly root, makes a salable gun stock, and the cost is almost entirely in labor. Particulars and sizes can be easily obtained by addressing gun makers. The photography craze has proved a boon to the handlers of mahogany and cherry. The former is used most largely in the manufacture of cameras; but the latter is called heavily into use, and as the parts are all small, it creates a use of waste material even to the smallest edging. Photographic printing frames are made of cherry and birch, and there are thousands now in use which in time must be replaced. We might go on and enumerate an almost endless variety of uses of hardwoods, where regular or stock sizes play an important part, and which wide-awake lumbermen can, with a little effort, become familiar with.

In ordinary cases, a few hundred dollars invested in proper machinery will transform waste material into a salable product; still the business requires study and attention, and no one or two markets should be depended upon as an outlet for shipments.

—An American firm from Bath, Maine, recently made contracts for fifty car loads of tamarac knees and futtocks at Chambourd, Lake St. John. This timber is to be taken to Quebec by rail, then lightered across the river, loaded on Grand Trunk cars, and sent by rail to the ship building ports of Maine.

THE NEWS.

ONTARIO.

—Robert Bryans, lumberman, Lindsay, has assigned.

—The grounds for a new saw mill at Bell Ewart are staked out.

—Gilmour's mill at Trenton has been closed down for the season.

—W. & J. Feeney, lumber dealers, Madoc, Ont., have assigned.

—The lumbermen of the Chaudiere have closed down for the season.

—S. Fetterly & Son, Vars, are making extensive additions to their mill.

—Geo. A. Bunt, saw mill operator, Grand Valley, has assigned in trust.

—Messrs. Hodge & Grant are about to build a new saw mill at Vankleek Hill.

—Lumber amounting to $4,740 was exported from the port of Goderich during September.

—The Western Lumber Co., of Rat Portage, will take out eleven million feet of logs this winter.

—J. J. Anderson, saw mill, Wingham, is advertising to sell out, and intends removing to the Northwest.

—At Burk's Falls the pulp wood business is in a flourishing condition and shipments have set in in earnest.

—McLachlin Bros., Arnprior, are storing logs in the bays opposite Sand Point, on the north side of the lake.

—All the mills at Uhthoff have been shut down for some time and the hands have gone into the woods.

—Mr. John Knight, of Medonte, will remodel his saw mill this winter. He advertises that he will buy logs in any quantity.

—Mr. Flatt, the well-known lumberman, of Casselman, has withdrawn from the firm of Flatt & Bradley, of that place.

—Messrs. Maguire & Kintrea, of Thessalon, are building a large planing mill which will be fitted up with all the latest improvements.

—The "Eagle" mill at Rossmore, owned by The Rathbun Company, has turned out 8,000,000 feet of lumber this season cutting during daytime only.

—Read & Kirkland have sold to Lane & Tofflemire, of Kingsville, for the estate of the late Sheriff Monroe, of Elgin county, the saw mill in Colchester.

—The Walter T. Ross pine timber limits on the Du Lievre offered for sale, Oct. 31st, at the Russel House, Ottawa, were withdrawn, the reserve price not being bid.

—The Conger Lumber Company's steam mill, at Parry Sound, has been shut down for the season after cutting between eleven and twelve thousand feet of lumber.

—Miscampbell's big mill at Midland will cut before the close of the season over 15,000,000 feet of lumber, which will be about 5,000,000 feet more than was cut last season.

—The Plantagenet Milling and Lumbering Company, with a capital of $50,000, is applying for a charter for carrying on a general lumber business, at Plantagenet, Prescott county.

—The American Lumber Company has begun active operations on its limits back of Bruce Mines, near Port Arthur, and is sending a large gang of men into the woods to cut logs.

—Mr. Thomas O'Dacre, Pembroke, has invented and patented a boom-chain fastener. He has also invented a concern by means of which an unskilled hand can set a saw.

—It is estimated by diffierent lumbermen that the square timber to be taken out in the Ottawa and Mattawa districts, will be 8,000,000 feet, which will be chiefly for the Quebec market.

—Messrs. Allen Carswell and A. H. Hough have formed a partnership for the purpose of carrying on a lumber business on the Petewawa. They intend taking out a raft of timber the coming season.

—It is reported that a gentleman named McLaren of Chippaewa Falls, Wisconsin, who owns extensive stumpage in Minnesota tributary to the Rainey river, contemplates building a sawmill at Rat Portage.

—Fifteen to twenty barge loads of lumber are being shipped every other day from the E. B. Eddy, and Perley & Pattee's docks on the Ottawa, to Burlington, Vt., Whitehall, N. Y., and other American ports.

—Messrs. R. Klock & Co., of Klock's Mills, are going extensively into the manufacture of square timber this winter. They propose getting out on Bear River, 400,000 cubic feet; Kippewa, 400,000 c. f.; Quinze, 150,000 c. f.; Serpent River, 150,000 c. f., and on Rocky farm 100,000 c. f., making a total of 1,200,000 cubic feet.

—Wm. Train has made arrangements with Gall, Anderson & Co. of Toronto, to run their saw mill at Burk's Falls the coming season, and is already buying hard wood logs for cutting.

—The booms on the Ottawa below Pembroke are at full blast, but there will be logs left in the boom for next spring. The number of logs left along the shores of the Ottawa will be very small in proportion to other years.

—Messrs. A. McVean & Sons, Dresden, who recently lost their hub and spoke factory by fire, have erected a commodious factory, introduced a full outfit of new and improved machinery, and are about ready to start up again.

—The Whaley Lumber Company, of Huntsville, is applying for an act of incorporation for the purpose of acquiring timber limits and carrying on a general lumber business in the Muskoka district. The capital stock is $20,000.

—The mills at Carleton Place are still running, and will continue as long as the weather permits. The Canada Lumber Company's mill has run steady night and day since spring. Its cut will amount to 40,000,000 feet.

—The Commissioner of Crown Lands has accepted the tender of J. B. Smith & Sons, Toronto, for the timber limits on Sandy Island, Lake Nippissing. The price paid was a bonus of $8,200, in addition to the Government dues $1 a thousand.

—The Eganville *Enterprise* says that a gentleman named Graham, for 25 years a machinist in Ottawa, and who owns a fine timber limit at Sebastapol, is erecting a steam saw mill a Lake Clear. This, it says, will be a boon to the settlers in the upper country.

—The sawdust shoal in the Ottawa river, just below Bronson island, is now fully a foot over water. It is one hundred yards long and fifty wide. Several small pieces of shrubbery have been placed here and there on it to warn approaching tugs of the danger.

—A new lumber firm composed of George Gates, of Alpena, Mich., and James Murphy, of Hepworth, Ont., have bought a site for a mill on the east shore of the bay, at Owen Sound. A mill having a capacity of 50,000 feet per day and employing fifty to seventy-five men will be erected this winter.

—Messrs. Perley & Pattee, of Ottawa, are about to purchase a traction engine for the hauling of logs, similar to those used so extensively in the States. The machine will be the only one of the kind in use in Canada, and is intended to do the work of horses. The engine will be used in one of the limits probably.

—The Thessalon *Advocate* says: Mr. D. Gordon with his staff of men are now preparing their camps for the coming season's cutting. The amount of timber to be taken out will be in the neighborhood of 3,000,000 feet, about the same as last year, the cutting will be done in Parkinson township and the logs will be brought down the Mississauga and Blind Rivers.

—The Lumber Cutting Company, of Belleville, is about to remove its establishment from Belleville to Trenton. The town of Trenton gives the company a bonus of $2,500 and a block of land upon which the factory is to be erected, and an exemption from municipal taxes for five years. The new factory will be 50x500 feet, and will give employment to over 100 men.

—Messrs. J. & P. Ament, of Brussels, have for the past fourteen years been engaged in the manufacture of lumber, shingles, barrels, staves and headings. The factory is provided with the best machinery and two steam engines, one of 35 and another of 25-horse power. Twenty hands are employed and the annual output is over 100,000 set headings, 1,000,000 staves, and large quantities of lumber.

—The big mills at Serpent River, belonging to Messrs. Cook Bros., of Toronto, are among the finest on the continent. It is stated that Saxe & Co., of Albany, recently offered $1,000,000 for the mills and limits, but were refused, the valuation being $1,200,000. The recent great fire, which destroyed 14,000,000 feet of lumber, did not in any way injure the mills.

—Mickle, Dyment & Sons' saw mill, at Bradford, has closed down for the season. The season's cut was as follows: Over 8,000,000 feet of lumber; 4,500 cords of slabs; 3,000,000 feet of laths, and 12,000 pickets. They would have continued cutting until the river was frozen, but every available spot was covered, and they could not obtain cars to move the lumber already cut. Seventy men were employed in this mill.

—The "Casselman Lumber Company," with headquarters at Casselman, Russell county, have applied for letters patent from the Ontario Government, for the purpose of carrying on a general lumbering and milling business. The capital stock of the company will be $250,000, divided into 2,500 shares of $100 each. John Bradley, John D. Cameron, Chas, G. Davies, Edward E. Hargreaves and John J. Flatt to be the provisional directors. The application is made by Messrs. Belcourt and McCracken, solicitors for the company.

—When Messrs. Schliehauf Bros., at Wallacetown, were burned out last February they had a stock in the yard of 800,000 feet, consisting principally of white ash, hickory, hard maple, sycamore, basswood, soft elm and white oak. The fire put them back four months with their sawing, but they expect to be through by Christmas if nothing serious happens. The season's cut, including custom sawing, will be close to 1,000,000 feet, the largest cut ever turned out in the place in one season.

—The lumber cut by the mills in the neighborhood of Gravenhurst this season is as follows; Isaac Cockburn, 4,750,000 feet of lumber; 160,000 lath; 2,250,000 shingles. Mickle, Dyment & Son, (3 mills) 12,300,000 feet of lumber; 3,614,000 lath and 3,000,000 shingles. In addition to these, about 3,000,000 feet of lumber was cut at Clarke's mill, Windermere. Thomson & Baker, at J. Chew's mill, West Gravenhurst, 3,000,000 feet of lumber; 2,000,000 feet at Bank mill, 1,250,000 shingles, and 2,000,000 lath. At Heath, Tait & Turnbull's mill, Huntsville, 3,000,000 feet of lumber and 8,000,000 shingles. At Thomas Baker's mill, Gravenhurst, 5,000,000 shingles. Total at the above mills, 28,050,000 feet of lumber; 19,500,000 shingles; lath 5,177,000.

—The Bronsons & Weston company has opened a new lumber yard about two miles down the Ottawa river, from its mills, necessitated by the increased accommodation required for the output of its mills. The new piling grounds cover an area of 30 acres, and will afford facilities for piling 25,000,000 feet of lumber. The lumber is taken from the mills to the piling grounds on small cars, of which 27 are run on to tracks on a large scow and then towed to the new lumber yard. There it is stacked and dried and then sent forward by boat to its destination. It is claimed that owing to the exposed position of the new piling grounds only 30 days will be required to dry it for the American market, to which point the cut of this firm is nearly all shipped. When the yard is completed there will be 25,000 feet of steel rails running through, over which the small cars, loaded at the mills, will be run.

QUEBEC.

—It is stated that Messrs. Gilmour & Co. are not going to do anything on their limit at Otter Lake the coming winter.

—There are some 300,000 logs in Snow boom, at Portage du Fort. The river has been more favorable for booming out than it has been for some time.

—The recent high water has been hard on lumbermen, and a large quantity of logs and ties from Augus and Weedon are tied up in the Brompton booms.

—Mr. J. H. Merrill is about to erect a new steam saw mill at Sandy Beach, South Gaspie Bay. This growing town is greatly in need of a mill that will supply all kinds of lumber.

—Two drying machines are now being placed in Mr. E. B. Eddy's now pulp factory in Hull. Each weighs fifty tons. It is expected that the factory will commence operations sometime this month.

—The Fort William boom has not closed, but will shut down in a short time. All the booms below Fort William are running. The boom at Des Joachims has closed for the season. The Chenaux boom has a large quantity of logs in it for the season. It is not expected that they will be able to empty the boom this year.

—The annual circular of the Export Lumber Company, limited, shows the total shipments of lumber for this season from the St. Lawrence, to have been 35,313,573 feet compared with 18,089,716 feet in 1888 and 34,036,076 feet in 1887. This season's shipments were made up of 23,026,135 feet of pine, 11,738,065 feet of spruce, 33,000 feet of hard wood and 516,376 of small stowage.

MANITOBA AND THE NORTHWEST.

—A company seeks a land grant for a railway through Lac Seul, to run from Shelby river to English river in Manitoba. The railway will be of great importance to lumbermen and settlers.

—The Calgary Water Power Company is applying for incorporation for the purpose of improving the Bow river and its tributaries, near Calgary, for moving and rafting logs and timber, with power to do a general lumber business. The capital stock of the company to be $100,000.

—The lumber cut on Lake Winnipeg this season is placed at 5,750,000 feet; about 2,000,000 feet less than last year. There are seven mills on the lake, but none of them are of large capacity. It is expected that the number of logs taken out this winter will be in excess of last season's cut.

—Luke Madigan has secured a contract for 150,000 ties for the Regina and Long Lake railway, part of which will be obtained on the north side of the Saskatchewan near Prince Albert.

—Thompson & Armstrong, of Rapid City, expect to get out enough logs this winter to make a million feet of lumber. They also have a contract to get out two hundred thousand ties for the Great Northwest Central Railway.

—Some of the Rat Portage mills have been short of logs lately. The Western Lumber Co. closed down recently for want of logs, and Ross, Hall & Brown's mill was closed down for two weeks for the same reason, but has since got in a supply.

—Only 5,000,000 feet of logs were rafted from the American side of Rainey River to Canada, and the Keewatin people indignantly deny the statements in the American press that these logs were stolen, as they were purchased and scaled in camps under the supervision of the Surveyor-General of Minnesota.

—J. Kean, Sr., and J. F. Ritchie have been awarded a contract by the Northwest Coal & Navigation Company for getting out timber on the limits near the Crow's Nest Pass. The contract calls for between 50,000 and 100,000 railway ties, 50,000 mining props and a quantity of saw logs. The contract involves between $50,000 and $60,000.

BRITISH COLUMBIA.

—A bark has just loaded a cargo of lumber at the Hastings mill for London, England, direct.

—Several American firms are prospecting for saw mill sites in B. C. with a view of putting up mills,

—Seven ships cleared from the Burrard Inlet mills last month with lumber, mostly destined to Australia.

—British Columbia spruce lumber is being shipped to Guelph, Ont. for use in the manufacture of organs.

—A British Columbia machinery firm has handled about forty cars, mostly of saw mill machinery, this season.

—About $20,000 worth of machinery has been purchased to be used in refitting the Hastings saw mill at Vancouver.

—The Brunette Sawmill Co., of New Westminster, have manufactured 112,000 salmon boxes, since the packing season opened.

—Haslam, of the Nanaimo saw mill, has bought the stock of timber carried at that place by the Victoria Lumber Company.

—A. C. Fraser has a contract for Sutton & Co. of the Cowichan saw mills, to deliver 6,000,000 feet of logs within six months.

—The Brunette mills at New Westminster are running night and day. Several large booms of logs have been received recently from the Lillovet.

—T. S. Higginson, crown timber agent, has seized a large number of logs on Scott creek, Pitt lake, for an infringement of the Dominion timber laws. They will be sold by public auction.

—The Columbia River Lumber Company, of Donald, has about 220 men taking out timber at the Blueberry, and also two camps within a mile of Donald putting in logs to be sawed at the Beaver mills.

—A New Westminster mill has shipped 2,000,000 feet of lumber to the Barney & Smith car manufacturing company, of Dayton, Ohio, this season. British Columbia lumber is in demand for fine car work, owing to its superior quality.

—The Brunette Saw Mill Company has commenced work upon the new mill at New Westminster. The new mill will adjoin the buildings at present used by the company, and the capacity when completed, will be 100,000 feet per day, which will bring the total daily output to 150,000 feet, or 45,000,000 feet yearly. When this mill and the McLaren-Ross mills are [illegible] with the contemplated addition to the Royal City Plaining Mills, the daily output of lumber at New Westminster will be in the neighborhood of 750,000 feet, or 225,000,000 feet yearly.

—According to United States Consul Stevens, of Victoria, the total exports of the product of the forests of British Columbia, being sawed lumber, masts and spars, logs, piles, staves, laths and pickets, telegraph poles, etc., from Burrard Inlet, during 1888 were 90,247,077 feet of planks, etc., 6,713,000 laths and pickets and 243,000 staves, and a small number of logs, piles, telegraph poles, etc., amounting to a total export valuation of $485,046, as obtained from the custom-house at [illegible]. This product was shipped to foreign ports, [illegible] Honolulu, and to ports in China, Australia, and South America. The lumber and spars from Chemainus, the only other lumber exporting section, was shipped to San Francisco and was but $15,093 in value, making the total export of the province a little over a half million dollars. There should, however, be added to this from the same port shipments to Australia, value, $32,600, and Mexico, $5,500.

NEW BRUNSWICK.

—During the past season of navigation, twelve ships have loaded deals at Buctouche. There are still 12,000 logs on hand to begin work upon next spring.

—James E. Potter's new saw mill at Andover, is nearly completed. The building is 30x72 feet, with an addition of 16x72. The saw will be run by a 70-horse power engine.

—Logging operations are in full blast in the New Brunswick woods, and the outlook for a heavy crop is good. It is estimated that there will be an increase of 20 per cent. in the quantity of logs taken out the approaching winter, as compared with last year.

—George & Esterbrooks, of Sackville, are setting up a portable rotary mill on their wood land overrun by the forest fires last summer. They will begin sawing at once. Several other firms, whose limits have been seriously damaged by fire, will follow the same course the coming winter.

—The lumbermen of northern New Brunswick have arrived at the conclusion that it is impossible for the provincial government to reduce the rate of stumpage, and have decided to cease their agitation in that direction. They have made another proposition to the government, however, which includes an extension of existing leases, expenditure on certain streams and a return of mileage.

—C. M. Bostwick & Co., of St. John, have sold their milling property at Point Wolf, Albert county, to George J. Vaughn, of Little Salmon river. The property consists of a steam and water mill on Point Wolf stream, 60,000 acres of timber land leased and granted in St. John, Kings and Albert counties, wharves, shops and dwellings, the sum paid being $53,000.

—The export of lumber to Great Britain from the port of Richibucto for the season of 1889, amounts to 10,697,581 s. f. deals, and 7,130 pieces of railway ties containing 192,000 superifical feet. The shipments to Great Britain in 1888 were 9,151,610 s.f. deals and palings. The shipments from Buctouche to Great Britain this year are 3,387,167 s. f. deals, against 667,287 s. f. deals last year. It will therefore be seen that the shipments of these two Kent ports to Great Britain this season have exceeded those of last season by 4,265,851 s. f. deals, an increase of nearly fifty per cent.

—The Chatham *World* says, a revolution has been wrought in the lumbering business. "Once upon a time the teams did not go into the woods until there was snow enough for sledding, but now they all go as soon as the ground freezes. The woods are full of them now, and the winter's logging operations in full blast. The logs are yarded by the roadside, or hauled to the stream when handy. One man has 2,000 logs in the water already, having twitched them from the stump to the brook. The absence of snow renders the work of collecting the scattering timber much easier than it would be in the dead of winter. With a favorable winter—that is, steady frost and not too much snow—the cut will be larger this season than last."

—Jas. D. Leary proposes to build another big lumber raft at the Joggins, He has now seventy-five men at work getting out the lumber, and as soon as there is sufficient snow on the ground some fifty or sixty teams will be sent to the woods to bring the lumber out. Some 60,000 sticks will be got out, one-half of which will go into the raft, and the other half will be sent by vessels to New York. The raft will have some improvements over the previous one, and will be one hundred feet longer, the total length being 750, and a width of 65 feet, 10 feet greater than the other one. It will be 45 feet deep, and will draw about 25 feet of water. It will consist of about 27,000 sticks, and weigh in the vicinity of 11,000 tons. The raft will be built entirely of piling and spars, and will have about 1,000,000 feet of hardwood for a core.

—The seven saw mills in the vicinity of Milford and Kingsville, on the St. John river, about three miles from the city, will turn out about 80,000,000 feet of lumber and deals this season. The mills are, first, that of Andrew Cushing & Co. on the point at the falls, employing 125 men; Miller & Woodman's mill, at Spurr Cove, 220 men; Stetson & Cutler, Point Pleasant, 70 men; E. G. Barnhill, 60 men. At Kingsville, S. T. King & Sons, 90 men; Randolph & Baker, 125 men. These several firms are making preparations to largely increase their output of both lumber and deals next season, the activity in lumbering circles apparently not being limited to the provinces of Ontario and Quebec for next season's work. The lumbermen of Carlton, immediately opposite the city of St. John, on the St. John river, have not been idle during the past summer. The firms of Adams & Gregory and R. A. Gregory have done a heavy business in shipping to United States markets, mainly New York. D. W. Clark & Son have turned out 100,000 boxes from their box factory during the present season, entirely for local trade.

—Nearly all the gangs that are going into the lumber woods on the St. John [illegible] the shanties. The cut the coming winter [illegible] fall short of last year, but if there is a good freshet in the spring, there will be no scarcity of logs, as all those now hung up will come down in addition to new logs. The following operators have begun their season's work about the head waters of the St. John river:

	FEET.
James Burgess, Little river	3,000,000
William Fowler, Salmon river	2,000,000
David Keswick, Grand river	2,000,000
William Tedlie, Green "	4,000,000
Robert Connors, Cabaneau river	5,000,000
John Brown, Fish river	2,000,000
Thomas Michaud, Fish river	1,000,000
James Yerka, Fish river	3,000,000
Mallet & Co., " "	3,000,000
Daniel Chisholm, St. Francis river	3,000,000
Neil McLeod, Niggar Brook	2,000,000
William Sewell, Big "	3,000,000
W. H. Cunline, Long lake	[illegible]
Stevens Bros., Temiscouata [illegible]	[illegible]
John Sinclair, St. John river	1,500,000
John Morrison, Black "	2,000,000
Arthur de Chene, " "	2,000,000
Gillman Bros., " "	4,000,000
Cyrus Decker, St. John "	4,000,000
Kilburn & McIntosh, St. John river	5,000,000
Dunn Bros., Aroostook river	4,000,000
F. W. Giberson, Mununges river	3,000,000
M. Harvey, Machias river	2,000,000
Bearce & Hill, Mooslick river	1,000,000
A. Trafton, Umclossus river	3,000,000
James. Hayward, Aroostook river	2,000,000
Total	84,500,000

In addition to the above there will be about 12,000,000 feet more cut by small operators along the streams, which will run the total cut up to something like 100,000,000 feet.

NOVA SCOTIA.

—The Sydney Lumber Co., of Sydney, has assigned.

—The lumber shipments of Parrsboro are expected to reach one-third the whole exports of the Province of Nova Scotia.

—S. P. Benjamine, manager of the White Rock mills, Hants county, has shipped 5,000,000 feet of white pine lumber to South America during the past season. He states that he cleared $1 a thousand on the transaction.

—Messrs. A. Robb & Sons, Amherst, have recently added a new blower for melting iron in their new cupola, and intend as soon as they can arrange it, to heat their shops, or at least part of them with the new system of hot blast heating. The firm delivered last month to the Canada Electric Co., one of their now celebrated Monarch Economic Boilers. This new boiler is a wonder, and those who are desirous of information regarding it should write to Messrs. Robb & Sons.

AMERICAN.

—Horses for the lumber woods are selling at $400 to $600 a span at Bay City and Saginaw.

—The cut of the mills on Muskegon Lake, Mich., this season is estimated at 482,000,000 feet of lumber and 300,000,000 shingles.

—President Dorr, of the Tittabawassee Boom Company, Mich., estimates that the company will clean up this season about 350,000,000 feet.

—All the fire department stations in Minneapolis are to be refloored with Georgia pine. This pine has been proven to be the mort durable material for the rough useage to which the engine house floors are subjected.

—S. H. Richardson of Bangor, Me., is building his forty-fifth saw mill. The new mill is at Waterville, and will have a daily capacity of 40,000 feet. It will have a band saw and other modern mill equipments, and in addition lath, shingle, clapboard and planing machines. It is claimed that this will be the model mill in the New England States.

—The estimated product of the saw mills on the Saginaw river for the season is 750,000,000 feet, the smallest output since 1879, except 1885 the year of the strike when it was only 728,000,000 feet. Lumber has sold slowly, and the manufacturers will carry over large stocks, although, in proportion to the cut, no larger than other manufacturing points, all of which report large stock on hand. Comparatively little lumber has been bought for next season's delivery. The yard trade is active, with large distribution, considering the scarcity of cars. Planing mills and box factories are crowded with work. Shippers who have lumber to go forward by lake are hurring it forward. Boats are in active demand and rates firm at $2.25 to $2.37½ to Buffalo and common points, and $1.75 to $1.87½ to Ohio. Shipments of lumber by lake will fall about 60,000,000 feet below those of last season, making the movement the smallest since 1875. The rail shipments have steadily increased.

RAMBLING NOTES.

Tid-Bits of News and Gossip Effecting the Lumber Interests Picked up Here, There and Everywhere.

By our Travelling Correspondent.]

HAVING been deputed to furnish readers of THE LUMBERMAN with brief notes of my rambles among the mills and interviews with lumbermen, I undertake the work with a little trepidation, but with an honest purpose to speak the whole truth and nothing but the truth, with the hope that the same will have the effect of promoting the interests of the trade in general.

Taking the east-bound train from the "Queen City" I soon arrived at the smart little town of

WHITBY

where I had the pleasure of calling upon Mr. George Cormack, who has conducted a most extensive lumbering business there for upwards of 30 years past, his operations to the United States and other channels averaging from 6 to 8 millions yearly. Thus Mr. Cormack is a man of great experience, considered one of the best judges of all kinds of lumber in Canada, and his words are entitled to respect. He informed me that business during the past year had been generally dull; but prices were fairly good and firm; and he was pleased to say there seemed at present no disposition to change. The dullness had not been caused by over-production, as many supposed, but mainly because the U. S. have bought in smaller quantities than usual the past season. The stocks on the Canadian side are as yet pretty heavy, but there is every prospect of their being very much reduced. One of the greatest obstacles to that reduction being either the inability, lack of energy, or of will, on the part of the G. T. R. officials to provide freight cars in sufficient quantities, and at opportune times, and thus assist their customers to fulfill their contracts in delivering lumber already sold and reduce stocks in order to make room for more. Mr. Cormack operates principally on the G. T. R. system, and has now upwards of half a million feet of lumber which he has sold to a U. S. firm, but which he cannot deliver on account of want of freight cars for that purpose. I find the lack of cars on this company's system quite an "old chestnut" now, and it has given place to a later grievance, namely, the withdrawal of the privilege which master lumbermen have for some long time enjoyed, of having a passenger ticket at a much reduced rate issued to them by the company. When this new edict was passed, a representative meeting of Ontario lumbermen was convened, and the case throughly canvassed, with the result that two prominent men from that meeting were deputed to wait upon the General Manager of the G. T. R. at Montreal. The only *good* they got for their pains and labor was a letter somewhat to the following effect. "We are unable to renew the tickets in question, as we are prevented from so doing by the *Interstate Law; and for other reasons.*" Our friends, the lumbermen, would like to know "what the Interstate Law has to do with the case?" as the Mikado has it; and also what the other reasons are; but their hopes were blighted. The lumbermen contend that they do not travel for pleasure like school lads, but that the tickets were mainly used by them in travelling from place to place hunting up freight cars, and generally doing the work which ought to have been done by the company's own servants, and thus facilitating in every way the lumber traffic on their system.

The freight rates levied to lumbermen by the G.T.R. seems to be a very sore point also. I am informed that they charge by *weight* and not by *measurement*. Now as lumber is felled, logged, bought, sold, and shipped by vessels at a rate per 1,000 feet, why in the name of all that is rational, is it not carried by the G. T. R. in the same way, at per 1,000 feet? I, as well as the lumbermen, fail to see the reason why the G. T. R. should be allowed to carry out this one-sided policy; unless it is so that the lumbermen cannot possibly have any check on the freight charges when levied. I was shown some 30 to 40 way bills, or freight charges, the other day by a gentleman who ships some millions of lumber yearly on the G. T. R. system, and was pointed out the apparently erratic manner in which they varied in the sums charged, but in every single case the variation seemed in favor of the company and consequently against the client. For instance a man buys say a million feet of lumber at one given point, and orders it to be delivered to another given point in four equal instalments; although each instalment is of the self same kind of lumber, and exact in quantity, each carriage charge varies considerably. Now, why should these things be? The lumberman has no check and no redress. He cannot make a contract with accuracy, as it is impossible to rightly estimate what his carriage is going to cost him. In fact the G. T. R. appears to be the *bete noir* of the poor, long-suffering lumberman and his complaint, surely, is a righteous one.

Continuing my rambles in an easterly direction, I am glad to report good accounts of fair prices and encouraging anticipations of future business prospects from our lumberman friends, Messrs. Sykes & Son, and Mr. J. E. Edmondson, of Oshawa; and Messrs. McClellan & Co. and others of Bowmanville and that district.

PORT HOPE.

I was sorry to hear that the lumbering interest in this advantageously situated town is not so great as it used to be. Genial Mr. James S. Leverich is about the only representative lumberman, but he does a business of a very extensive character. He has been located here for some 40 years past, and his now annual average handling of lumber is about two millions, and some seven millions in shingles, besides operating largely in posts and laths. Although he jokingly calls himself a son of Uncle Sam, he is a good specimen of Canadian industry and energy and consequent success and is quite satisfied with the land of his adoption. He finds trade good and prices firm. For his courtesy, and the information he imparted, I wish him continued success. There are also two planing mills here. Fortunately for Port Hope, if the lumbering trade has somewhat left it, other industries have arisen in its midst, one of which is the Globe File Manufacturing Company, conducted by Mr. Outram. Another industry, which Port Hope ought to be thankful for, is that of Messrs. A. W. Morris & Brothers, of Montreal, one of the largest binding twine firms in the Dominion, who have erected a large manufactory here, and employ a considerable amount of labor. Last, though not least, Mr. Alonzo W. Spooner has for the past five years been very successfully manufacturing a new metal called "Spooner's Copperine." He guarantees it copper mixed, non-fibrous and anti-frictious, and it is used all over the Dominion by nearly every owner and manufacturer of machinery, engineers, &c. It is a capital adjunct to saw, grist and planing mills. It is also extensively used in British Columbia. Messrs. A. Robb & Son, of Amherst, Nova Scotia, a very old and reputable firm, are selling Mr. Spooner's Copperine in very large quantities. So those who have not yet tested it are advised to do so; and I wish every success to Mr. Spooner and Port Hope industries generally.

COBOURG.

This very loyal and pretty town of some 5,000 inhabitants, has had a very dull time lately, but I am informed there are great prospects for its immediate future, especially for the lumbering industry. Heretofore our friends, Mr. George Spence, Messrs. Jones & Barnum, and other lumbermen of Cobourg, have had to haul their lumber from the G. T. R. station, some distance out of the town, to their works, at a great expense, but Mr. T. B. Pierce, the proprietor of the old Cobourg-Blairton railway has just completed arrangements with the G. T. R. Co. so that car lots can be carried upon a portion of Mr. Pierce's track, free to the yards of the lumbermen in the town of Cobourg, which will do away with the expensive hauling spoken of. It is also rumored, that at no distant date there will be direct railway communication between Cobourg, Peterborough and Rice Lake district, and that the old town of Cobourg will become, what it had a right to expect years ago, a great shipping port of the lumbering industry. She will have her docks dredged and recussitated and expects a goodly fleet of vessels to be seen entering and leaving her ports. Cobourg has a splendid town hall, good water works, loyal and enterprising inhabitants, and in fact everything conducive to the making of a big city in the future. The Cobourg Car Works, is another great industry of this town, and Mr. James Crossen, the proprietor, is a very large employer of labor. He manufactures sleeping, passenger, freight, post office, baggage, box, platform and hand cars, and is at present executing an order for 100 box cars for the G. T. R. and I have no doubt would be equally pleased to construct a few hundred extra cars for them for the exclusive use of the lumber trade. Mr. Hewson, Sen., of dry goods fame, a very old resident, and whose heart is full of Cobourg's future prosperity, kindly escorted me over the town.

TRENTON.

Messrs. Gilmour's immense lumbering industry has its head centre located here, but as I was unable to see Mr. Gilmour I must send in an account of their extensive operations at an early date. The Government authorities have recently erected an imposing post office, and there are several prominent public buildings in the town, a remarkable bridge, and one or two good hotels. At the Queens, where I put up, you can rely upon getting a very rare thing, that is a *rare* tender beef steak. The accommodation is also good, and you may also expect an occasional impromtu concert from "The Boys of the Commercial fraternity." My visit happened to be on one of these occasions. Their hearts and lungs were sound enough, but the harmony was not quite as euphonious as usual; but as I expect each one then present will become an annual subscriber to THE LUMBERMAN I will only say they were jolly good fellows.

BELLEVILLE.

This is a fine city of some 10,000 inhabitants, with great expectations, as it is rumored that a large Rolling Mill, which will employ 250 men, and a new Axe Works, to employ 150 more will be almost immediately added to the present industries of the city. I called upon our friends, Messrs. Pringle & Sons, Harris & Walton, Flint & Holton, the Canada Lumber Cutting Co. (who are about to move their works to Trenton) and the Rathbun Co.'s branch office here, and got favorable accounts of present business from each. Mr. F. J. Drake, and the Brown Manufacturing Co. are extensively occupied in the manufacture of planing, lath, and other machinery used in the lumbering business.

PICTON.

This is one of the most picturesquely situated towns in the Dominion, as it nestles in a beautiful valley at the head of the Bay of Quinte, the surrounding hills sheltering it from storm or tempest. It is a thriving busy little town, with more than the full complement of handsome buildings including churches, schools, hotels and some imposing and well-filled stores. The district is purely an agricultural one; and, therefore, Picton is busy, and seen at her best on a market day when the weather is fine; on other days a calm, peaceful halo seems to hang over Picton, and the stranger seems invited to cease his wanderings and end his days in this town of peace and plenty. The neighborhood is also specially interesting to the traveller or tourist, from the fact that at some two or three miles to the west of the town there is a charming sheet of water called "The Lake on the Mountain." It is some 200 feet above the Bay of Quinte, is about three-quarters of a mile long and on-half a mile broad; is teeming with Black Bass, Pickerel and other denizens of the finny tribe, and is a mystery as to how it got there, from whence its waters came and whether they flow again; in fact one of natures stupendous mysteries. Again some eight miles or so in an opposite direction, there are acres upon acres, of white silver sand hills, whose origin is as mysterious as the "Lake on the Mountain." They are called the "Sandbanks," and are the happy hunting grounds of ladies and children in the summer season, the bathing being safe and good and the sand hills being so bright, fine and soft that the litle ones, (and very frequently the big ones also) enjoy rolling from the summit to the base of these "golden sands." I do not know if Picton

got her name from the famous, dashing cavalry officer of Peninsular and Waterloo celebrity. Anyhow its inhabitants are proud of their bonnie little town ; and Picton's good rector, the Rev. E. Loucks, stands *unlli secondus* in the ranks of those whose heart and soul is wrapped up in Picton's past history and greater future. By the way, I heard a most amusing story about the reverend gentleman in question, who, like his great predecessors Bishops, Selwyn, Patterson, and Hannington (the two latter fell as martyrs in their Master's work, the former in New Zealand and the latter in Africa) is what is called a muscular christian and a sound churchman, and as it is entirely in his favor I cannot resist putting it down here. It appears that one peaceful Sabbath morn, as his reverence was wending his way to the dear old church on the hill, he encountered a male backslider from his flock, wandering in an opposite direction into the folds of dissent, whether being tempted thither like his ancient progenitor Adam by another fair Eve, the historian sayeth not, but he does say that finding, admonition and apostolic exhortations unavailing to bring back to his church this erring lamb, the rectorial cane was applied with such a will and effect that this prodigal son was shown the error of his ways and escorted in triumph to the ancient fold, a wiser and I trust a better man.

The lumbering interests of Picton are represented by an agency of the Rathbun Co., and by Mr. A. W. Hepburn. The latter has also the head office of the Bay of Quinte line of steamers to Montreal located here.

KINGSTON.

Messrs. Caldwell & Son have the largest wholesale and retail lumbering business in this city. They are a very old established firm, and report trade good, prices sound and every appearance of holding their own. More business than usual has been done during the past year on account of a building boom in the city. Kingston is also a good shipping point for lumber and ties for Oswego and other ports. Large quantities of lumber for local use in the city and district is also operated over the K. and P. railway.

Mr. Wm. McCrossie is also one of the oldest, if not the very father of lumbermen, in the city of Kingston. He succeeded to the business of a Mr. McPherson somewhere about 1855, and since that time has done a good jobbing and retail trade, his yearly operations being now something like three millions of lumber and two millions of shingles. In addition to his lumber business Mr. McCrossie is also president of the Electric Light Company, and vice-president of the Ontario Building and Savings Association, and is a very highly respected and active citizen of Kingston.

Our friends Messrs. W. B. & S. Anglin of this city, after a business success of upwards of fifty years, are still satsified with the present and future prospects of their ancient city.

Mr. John McLeod has for the past four years been operating with great success a sash, door and blind factory in Kingston. He is also engaged as a contractor and general house furnisher.

Two mills have been burnt out in Kingston district during the year that is now so near its close, Messrs. Caldwell's full-rigged mill, at a loss of $50,000 and that of Mr. John Shillington, of Hinchinbrook, at a loss of $6,000. I am glad to report that the latter is again rebuilt and the former is expected to be rebuilt and in working order for the coming spring.

Messrs. Thistle & Co., of Pembroke, are offering the whole of their business, including mills and limits for sale by private contract.

Mr. Thos. Allen, of Perth, has put up a new mill at Mississippi during the past summer, and he has been cutting ties and hemlock bill stuff already.

I am informed that the Canadian Locomotive Engine Co. of Kingston, are making arrangements for adding the manufacture of engines and boilers suitable for the lumbering industries, to their already gigantic business operations.

GANANOQUE.

I have rambled through many countries in my lifetime, and seen most of the famed picturesque spots of Europe, but this little village of American Indian fame, Gananoque, (the meeting of the two rivers), the Gananoque of the Mohicans and the mighty St. Lawrence, is the most beautifully situated of any that I have yet seen. It requires the descriptive powers of a Sala's word-painting, or the pencil of a J. W. Turner, to depict its transcendently beautiful scenery to do it justice. Placed as it is on a commanding position, sloping downwards to, and its foundations being laved by the St. Lawrence ; with the countless thousands of islands spread out before it in a panoramic vista for miles, I can only imagine that its fame, like Solomon's of old, having been spread over the whole of the then known world, and liken these countless islands to the fleets of the great Queen of Sheba, coming to do homage to its beauty, and then being so impressed with its unequalled glories to have dipped their pennants, cast anchor after due permission,' and to have remained forever adoring. The islands are so numerous, vary so in size—from one taking the appearance of the mighty old three-decker ; another more like the smart gun boat of this period, and then lessening in size to the trim yacht, and even to the Indian canoe that was the first craft that floated on its bosom. This spot is also very interesting from the fact that it has been immortalized by Fenimore Cooper as the scene of his world-famed "Leather Stocking" Tales. The dear old honest "Natty-Bumpo" of one's boyhood's days. Besides all this, Ganonoque is noted, although having only a population of 3,500 souls, as being the very hive of Canadian industries, the Birmingham, Bradford, Sheffield and Leeds of Canada all in one. The ubiquitous Rathbun Company use the whole of the harbor for their extensive lumbering, building material and coal business. Their agent, Mr. James Donahoe ought to be a happy man, for he has no competitors, and the business increases with great strides year by year. Mr. Benjamin Barber has the supreme control of Messrs. Rathbun's Thousand Island Railway Company, whose metals reach the very doors of all the leading manufactories in Ganonoque ; and the tonnage operated is very considerable annually; and in the summer season, as this charming locality is the Isle of White of both Canada and the United States, the passenger traffic amounts to many thousands. Messrs. Rathbun, also run their own steamers, carrying the mails, passengers and freight twice daily as long as the river is open, to Clayton, New York State, and in the summer season to New York itself; thus Mr. Barber's duties are anything but onerous ones. Ganonoque is governed by a Reeve, Deputy Reeve and three councillors. She has 4 churches and 4 public schools. The Roman Catholic body are just building a new church at a cost of $40,000, which will be a great addition to the already handsome edifices of this rising place. As the wood limits of the district are nearly all exhausted, Ganonoque has fortunately been well endowed by nature, in having one of the best water powers in Ontario, of which her manufacturers, to whom for her rapid growth of late years she is indebted, have taken every advantage. As Messrs. McClellan & Reed, who have run the only lumber mill in Ganonoque for many years, find a difficulty now in getting logs they intend turning their old mill into a roller flour mill early next year.

The following are chief industries located here :

Gananoque Carriage Co., buggies, cutters, &c., employ 120 hands ; Skinner & Co., horse hames, snaths, grain cradles, snow shovels, &c., 45 hands ; Economy Engine Co., stationery engines, 20 hands ; Watt Bros., machinists, 10 hands ; R. J. Colten, carriage gears, 5 hands ; O. V. Goulette, wheel heads, tool handles and turning, 10 hands ; W. McKenzie, furniture factory, 10 hands ; Parmenter & Bullock, nails, rivets, &c., 50 hands ; Cook & McIntyre, woollen mills, 30 hands ; George Gillies, harrow and carriage hardware, 30 hands ; Ontario Wheel Co., carriage and buggy wheels, 40 hands ; St. Lawrence Steel and Wire Co., corset steels, &c., 25 hands ; D. F. Jones Mfg, Co., shovels, &c., 60 hands ; Cowan & Britten, nails and hinges, 55 hands ; Gananoque Spring and Axle Co., springs, axles and skeins, 80 hands ; O. D. Cowan, Wringer manufacturer, 15 hands.

[Continued in our next Issue.]

OTTAWA LUMBER MATTERS.

During the month Ald Askwith, at the instance of the Chaudiere lumbermen, has been engaged in the laudable enterprise of clearing the entrance to the canal of sawdust. He has scooped out some fifteen or twenty thousand feet of sawdust from the foot of the locks, which has been thrown into the current, with the expectation that it will be carried off to Sheol, or some other place, with the spring rise in the river. A passage 100 feet wide was cleared from the locks to the running water for a uniform depth of eight feet below the lock sills. Although the channel cleared was originally 100 feet wide, the sawdust at the sides of this kept falling and was removed until now there is five or six feet of water along the shores where formerly there was hardly any. The contract price is about $2,500, and is footed by the lumbermen of the Chaudiere. Ald Askwith suggests that the government should construct a boom at the foot of the point so as to prevent any further encroachments by the sawdust.

Several prominent Winnipegers have been visiting the city recently, for the purpose of obtaining if possible, a land grant from the government for a projected railway, the Lac Seul, which is to run from Shelly river to English river in Manitoba. The railway, which is to be about 16 miles long, will run through a well timbered country and the road will be of great importance to both lumbermen and settlers.

The Chaudiere mills have closed down after doing a good season's work. The evidence is almost unanimous that the present has been a good year, the output being still larger than last year. Sales in the spring were brisk at fair prices and several of the firms, notably Messrs. Bronson, Weston & Co., Perley & Pattee and J. R. Booth sold their entire cut at the opening of the season. The Upper Ottawa Improvement Company have had a fairly good year, the tow from the Quio being three million pieces. This would manufacture about four hundred million feet and was divided between J. R. Booth, the E. B. Eddy Company, Perley & Pattee, Pearce & Co., Hurdman Bros., W. C. Edwards, the Hawkesbury Company, and two or three other firms. The output of a large mill is on an average from fifty to sixty million feet.

The mill owners have already large numbers of men in the shanties, and are constantly sending up more. The whole complement, however, will not be sent up until sleighing sets in, when several of the largest batches of the year will go up. The fact that the E. B. Eddy Co. are not sending men to the woods this year will make a considerable difference in the number of men sent from the Ottawa district.

One firm has already 900 men in their shanties, and most of these were engaged at wages varying from $20 to $25 a month and board. To board a man in the shanties costs about $10 a month, and the men engaged by this firm average $23, so that the monthly cost of wages amounts to $20,700, and of board $9,000, making a total monthly outlay for this firm alone of $29,700. Some 200 extra men will be sent up as soon as the roads are good. Now that the bulk of the men are in the shanties, the firms are not giving as high wages as ruled earlier in the season, and men are freely engaging at $18 and $20.

Mr. F. Powell, head agent for the Rathbun company, states that the amount of lumber exported by his firm was about the same as the previous season, consisting chiefly of pine, ash and basswood. The demand has been fair, but not so good as last year, as the market has been somewhat weaker. On the whole there has been no noticeable change in prices, with the exception of the lower grades. There is more unsold lumber in the Ottawa mill-owner's hands than for many years past at this particular season.

Mr. Peter Whelan, head agent for the Sheppard-Morse firm states that as far as his firm was concerned the past season had been a very poor one for the handlers of twelve inch stock and deals as they bought early in the season and the market falling had to stand the consequences. This was to the advantage of mill owners, but their time will likely come next as the buyers and large dealers, finding their last season's early purchases were unprofitable will not be in a hurry to rush in so heavily during the coming season, so that the mill owners will likely carry larger stocks during the season. Prices will certainly be lower in the near future on most classes, and would have been lower this season, had not the large dealers who purchased early been able to retain their goods. The lumber that was not sold early by the manufacturers and which they handled during the season, in all cases, was sold at lower rates. Even the lower grades have shown considerable falling off in price. This was occasioned by competition in Michigan.

Murphy & McRae, forwarders, report more lumber moved during the closing summer than for many years past,

Messrs. W. J. Bell and Thos. Hale, of Pembroke, have completed the purchase of a timber limit from the Eddy Manufacturing Company. The limit is on the White Pine river a tributary of the Kippewa and embraces 80 square miles. The price is said to be in the neighborhood of $20,000.

The Eddy company will not cut any logs this year on the Madawaska. This will affect business greatly, as not a log will come out where they have for some time taken out from 800,000 to 900,000 logs. Should the firm sell the big mill and run the small one next year, they will have enough logs on hand already to last them the season.

The planing mill and cheese box factory, at Milverton, Ont., owned by Mr. Bundscho, was totally destroyed by fire recently.

THE TRADE SITUATION.

THE trade in the Ottawa district has been fairly good during the month, with no material change in prices. Dullness continues in the upper grades of pine, while box and common have been moving more freely than during October. Shingles and lath, both dull. Navigation being practically closed, distribution of wood products must necessarily be by rail, which will no doubt be at the minimum until after the holidays. Upon the whole manufacturers have had to wrestle with a falling market, and the sanguine prospects of the early spring, will, as a rule, be far from realized.

The month of November should have been one of the busiest of the season with the Toronto wholesale men, but owing to what was practically a break down of the car service of the G. T. R. there has been quite a large falling off in the business done as compared with previous months or the same month last year. The demand has been fairly active, both for the local and western trade, but it has been impossible to fill orders with any degree of promptness, and in many cases orders have been cancelled. It was stated by a general freight agent of the G. T. R. before the Board of trade the other day that the receipts of the G. T. R in Toronto were largely in excess of the year 1888 up to Oct. 31st, 1889, but in November there was a falling off in the single item of lumber of 300 cars in fifteen days, proving conclusively that the car shortage complained of is an active grievance.

Although the weather for the past month has been very favorable for shipping by vessel the season of navigation was practically closed early in the month. Vessels begin to lay up just as soon as wages and insurance rates advance, and shippers find it difficult to obtain suitable vessels even at advanced freights.

The sensation of the month has been the action of the lumber section of the Board of Trade in regard to the shortage of cars. The situation became so desperate that the dealers composing the section called upon the council of the Board of Trade for assistance in obtaining relief. The result was the appointment of a committee of investigation composed of Messrs. E. Gurney, Wm. Christie, Robert Jaffray, Hugh Bean, Elias Rogers and J. Donogh. The lumber section appointed a committee of four consisting of Messrs. H. H. Cook, M. P., T. H. Willmott, Jas. Tennant and George Gall, to act in conjunction with the Board of Trade committee. The joint committee issued a circular addressed to all the leading lumber dealers and manufacturers asking for information as to the number of cars required to fill past orders, and the replies received when tabulated showed an actual shortage of over 2,100 cars on the Northern and Midland Divisions. The lumber dealers made out such a good case that the Board of Trade council immediately appointed a deputation to wait upon Mr. Hickson and urge the application of some remedy. The absence of Mr. Hickson from Montreal prevented the deputation from obtaining an interview, but the deputation met with Local Manager Wragge and discussed all the points very fully, and left him with the understanding that he would make a written report to the committee covering the whole question of car shortage and remedies that should be provided for it.

The action of the Board of Trade has at least had the effect of stirring up the Grand Trunk officials, and during the past fortnight they have endeavored to as far as possible accommodate the trade with the limited number of cars at their disposal It has been shown also that by united action the lumber trade can make its influence felt and obtain a redress of grievances.

It is to be regretted that petty jealouses seem to prevent this harmony of action from being freely consumated. This was evidenced by the fact that when the Board of Trade deputation had their interview with Mr. Wragge, he exhibited to them letters from wholesale dealers in Toronto who had been most clamorous at the meeting of the lumber section, who apparently from fear of retaliation, assured the local manager that they were being amply supplied with cars and had no cause for complaint. It is such weak-backed dealers who effectually prevent the lumber trade from obtaining the concession to which they are entitled.

SPLINTERS.

OUR attention has been called to an error in the last issue of THE LUMBERMAN which we take the first opportunity of correcting. In our mention of rafts and their contents passing down the Ottawa during the past season, where the nmmber of cribs and *feet* was given it should have been cribs and *pieces*. Each piece averages 50 to 80 feet, which makes a wonderful difference in the total amount. The ordinary raft has 150,000 to 175,000 cubic feet, with 50 to 60 men one each.

* * *

In order to close up the business of W. R. Thistle & Co., they will offer for sale at public auction, at Pembroke, Ont. on December 4th., the Pembroke saw mill, the Chalk River saw mill with piling grounds, booms, piers buildings &c.; about 120 square miles of timber limits; six million feet of sawn lumber and dimension timber, horses shanties, &c. See advertisement in another column.

* * *

Mr. F. J. Drake, of Belleville, Ont.,is largely engaged in the manufacture of saw, shingle and lath machinery. Mr. Drake is the patentee of a number of machines, notably Drake's Patent Dauntless Shingle and Heading Machine, and Drake's Improved Shingle Edger, both of which are spoken of highly by those who have them in use. See his advertisement on another page.

GENERAL NOTES.

—McCuaig & Moorhead are getting out square timber and logs, up in Temiscamingue.

—James McCool, Mattawa, Ont., has sold out his store and will devote his time in the future to the lumber trade.

—Mr. Chas. McGibbon, Penetanguishene, has done a fairly good season's work, having cut about three million feet of oak, basswood, hemlock and pine,

—Messrs. McCuaig and Moorehead, of Bryson, have purchased from the E. B. Eddy company the latter's Black River timber limits, The limits are situated on the Black river, P. Q., and are about 100 square miles in area.

—The lumbering operations on the Upper Ottawa are being vigorously pushed, the season being very favorable for log making and square timber-making. The indications are that a great deal of square timber will be made during the winter.

—W. R. Thompson, of Teeswater, Ont. has cut this summer about a million feet of hardwood, of which he shipped 25 cars direct to Liverpool. He has also turned out 500,000 broom handles, the largest quantity made by any one firm in the Dominion.

—The lumber shipments at Miramichi, N. B., have closed for the season. The total export is 100,000,000 feet exclusive of pilings. Last year's exports were 73,000,000. The shipping amounted to 161 vessels of 115,000 tons, being 43 vessels and 35,000 tons more than last year.

—Messrs. Perley & Pattee are about to introduce a Glover steam logger, to be used on their Pettewawa limits. This is a giant machine, 28 feet long, weighing 12 tons, that can be driven by steam on a snow road, and is estimated to draw as many as 30,000 to 40,000 logs. The mechanism is simple. Nearly over the centre of the hind part of a double sled sits a small engine power, whilst the boiler is located in the centre. The boiler is of steel 5½ feet in diameter, 7½ feet high ; and guaged to a pressure of 150 lbs. Either coal or wood can be used as fuel. There are 4 wheels on the driving axle each 4 feet in diameter, and weighing 3 tons, whilst a wheel in front acts as a helm. These wheels literally work in a steam box, and are heated by steam, so that when they pass over snow it is damped and compressed, and in cold weather immediately converted into solid ice. The chain running from the loaded sleighs may be hitched either to the frame itself or a foot and a-half higher. The speed attained is about five miles an hour, and it can be easily turned.

A saw mill in the township of Romney, owned by Samuel Fuller, of Leamington, Ont. was burned Nov. 1st. The mill had not been in operation for some time.

How to Select Good Timber.

Professor Rankin says: "There are certain appearances which are characteristic of strong and durable timber to what class soever it belongs. 1. In the same species of timber that specimen will in general be the strongest and most durable which has grown the slowest, as shown by the narrowness of the annual rings. 2. The cellular tissue, as seen in the medullary rays (when visible) should be hard and compact. 3. The vascular or fibrous tissue should adhere firmly together and should show no wooliness at a freshly-cut surface, nor should it clog the teeth of the saw with loose fibers. 4. If the wood is colored, darkness of color is in general a sign of strength and durability. 5. The freshly-cut surface of the wood should be firm and shining, and should have somewhat of a translucent appearance. A dull, chalky appearance is a sign of bad timber. 6. In wood of a given species, the heaviest specimens are in general the strongest and most lasting. 7. Amono resinous woods, those which have least resin in their pores, and among non-resinous woods, those which have least sap or gum in them, are in general the strongest and most lasting. 8. It is stated by some authors that in fir wood that which has the most sap wood, and in hard wood that which has the least, is the most durable—but the universality of this law is doubtful. Timber should be free from such blemishes as clefts or cracks radiating from the centre; 'cup-shakes' or cracks which partially separate one annual layer from another; V'upsets,' where the fibres have been crippled by compression; V'ringalls,' or wounds in a layer of the wood which have been covered and concealed by the growth of subsequent layers over them."

Terra Cottā Lumber.

"Terra cotta lumber is destined to assume great importance in the future as a building material than during the last two years," says a Chicago builder. "Its cheapness as compared to brick and wooden material for many purposes, with its positively fireproof qualities can not help but make it a prime favorite with builders of the better grade of structures everywhere, both in this country and abroad. It is cheaper than brick, weighing only about one-third as much, and for many purposes is vastly superior. One thing to recommend it to lumbermen is the fact that a large percentage o the waste product of the sawmill—the sawdust—can be profitably utilized in its manufacture, sawdust being shipped at the present time from Muskegon to Chicago for this purpose. At all of the leading mill centres many dollars could be annually saved by the organization of local companies for the manufacture of this modern product. While there may not be 'millions in it', yet there is sufficient inducement to justify every millman at least to investigate its merits, Chicago builders are largely utilizing it."

Machines for Veneering.

The largest machine for cutting veneers yet constructed is in operation in Calfornia, and is said to shave up logs 10 feet 8 inches in length with the greatest ease. The shavings which come from these machines are great, long sheets, in each of which is almost the entire wood of a big log, and from a single shaving is frequently made a mass of 2,000 to 5,000 berry boxes. The logs are first cut into the desired length, then placed in a large steam box and left for twelve hours subjected to the effects of exhaust steam, which so softens the wood that it can be cut into thin sheets desired without checking or splitting into fragments; when sufficiently softened, the log is pushed into an immense lathe and revolves in front of the great blade, exactly as a strip of wood in a turner's lathe revolves toward the chisel. After the water-soaked outer portions of the log have been trimmed off a number of small, chisel-like instruments are adjusted, with the sharp cutting edges pressing against the log which make parallel lines partly cut through the whole length of the great white streaming shaving: these lines are the points of bending when the boxes are formed, and make that operation nothing more than a simple mechanical movement, as the wood bends readily at the partial cuts and forms the angles of the boxes. All but the core of the log is turned off into this long shaving, 1-20th of an inch in thickness and nearly 1000 feet long, which is folded and broken into convenient lengths or strips, and of the width for a box. The last step in the manufactuer is the fastening of the bottom and side strips together by an instrument called a stapler.

TRADE REVIEW.

Toronto, Ont.

TORONTO, Nov. 30th, 1889

CAR OR CARGO LOTS.

1¼ and thicker clear picks, American inspection	$20 00	@	30 00
1¼ and thicker, three uppers, American inspection			37 00
1¼ and thicker, pickings, American inspection			25 00
1x10 & 12 dressing and better	18 00		20 00
1x10 & 12 mill run	13 00		14 00
1x10 & 12 dressing	14 00		15 00
1x10 & 12 common	12 00		13 00
1x10 & 12 spruce culls	10 00		11 00
1x10 & 12 mill culls			9 00
1 inch clear and picks	24 00		25 00
1 inch dressing and better	18 00		20 00
1 inch siding mill run	13 00		14 00
1 inch siding common	11 00		12 00
1 inch siding ship culls	10 00		11 00
1inch siding mill culls	8 00		9 00
Cull scantling	8 00		9 00
1¼ and thicker cutting up plank	22 00		25 00
1 inch strips 4 in to 8 in mill run	14 00		15 00
1 inch strips, common	11 00		12 00
1¼ inch flooring	14 00		15 00
1½ in ch flooring	14 00		15 00
XXX shingles, 16 in	2 20		2 25
XX shingles, 16 in	1 10		1 25
Lath, No. 1	1 70		1 90
" No. 2			1 70

YARD QUOTATIONS.

Mill cull boards & scantling	$10 00		
Shipping cull boards, promiscuous widths	13 00		
stocks	14 00		
Scantling & joist, up to 16 ft	14 00		
" " 18 ft	15 00		
" " 20 ft	16 00		
" " 22 ft	17 00		
" " 24 ft	19 00		
" " 26 ft	20 00		
" " 28 ft	22 00		
" " 30 ft	24 00		
" " 32 ft	26 00		
" " 34 ft	28 50		
" 40 to 44 ft	22 50		
" " 36 ft	35 00		
" " 38 ft	32 30		
Cutting up planks 1¼ and thicker dry	25 00		26 00
" board	18 00		22 00
Dressing stocks	16 00	@	20 00
Picks Am. inspection			40 00
Three uppers, Am. inspect.			50 00
F. M.			
1½in. flooring, dres'd	28 00		30 00
1½ " " rough	18 00		22 00
1¼ " " dres'd F.M.	25 00		28 00
" " undrs'd B.M.	18 00		19 00
" " dres'd	18 00		20 00
" " undres'd	12 00		15 00
Beaded sheeting, dressed	22 00		35 00
Clapboarding, dres'd			12 00
XXX sawn shingles per M	2 65		2 75
Sawn Lath	2 00		2 20
Red oak	30 00		40 00
White "	35 00		45 00
Basswood, No. 1 & 2	18 00		20 00
Cherry, No. 1 & 2	50 00		60 00
White ash, 1 & 2	25 00		35 00
Black ash, 1 & 2	20 00		30 00

Hamilton, Ont.

HAMILTON, Nov. 30th, 1889.

Mill cull boards and scantlings	$ 9 00	@	10 00
Shipping cull boards promiscuous widths.	10 00		12 00
Shipping cull stocks.	14 00		15 00
Scantling and joist up to 16 feet	14 00		
do up to 18 feet	15 50		
do up to 20 feet	16 00		
do up to 22 feet	17 00		
do up to 24 feet	18 00		
do up to 26 feet	19 00		
do up to 28 feet	20 00		
do up to 30 feet	21 00		
Cutting up plank 1¼ and thicker dry	20 00		25 00
Cutting up boards			20 00
Dressing stocks	$16 00		18 00
1¼ flooring, rough	16 00		18 00
1½ flooring, rough	16 00		18 00
1¼ flooring, dressed			25 00
1½ flooring, dressed			32 00
1 flooring, dressed	21 50		23 00
Beaded sheeting 1	25 00		30 00
Picks, Am inspection	32 00		34 00
Three uppers Am. In.			40 00
XXX sawn shingles	2 60		2 70
Sawn Lath			2 25
Red Oak	20 00		25 00
White Oak	25 00		30 00
Basswood No. 1. & 2.	16 00		20 00
Cherry No. 1 & 2	60 00		70 00
White Ash No. 1 & 2.	25 00		35 00
Black Ash No. 1 & 2.	20 00		30 00

Ottawa, Ont.

OTTAWA, Nov. 30th, 1889

Pine. 1st qual., ₱ M.	$35 00	@	40 00
" 2nd "	22 00		25 00
" shipping culls	14 00		16 00
" 4th qual. deals	10 00		12 00
" mill culls	8 00		10 00
Spruce, ₱ M.	10 00		12 00
Hemlock	9 00		17 00
Ash	13 00		18 00
Bass	12 00		20 00
Oak	$40 00	@	100 00
Walnut	60 00		100 00
Cherry.	60 00		80 00
Butternut	22 00		40 00
Birch	15 00		25 00
Maple, hard.	20 00		21 00
Daths	1 80		1 90
Shingles.	1 50		3 00
" cedar	1 50		3 00

Montreal, Que.

MONTREAL, Nov. 30th, 1889.

	WHOLESALE.		RETAIL.
Pine, 1st quality	$30 00@32 00		$33 00@35 00
" 2nd "	20 00 22 00		23 00 25 00
" shipping Culls	13 00 14 00		14 00 16 00
" 4th quality Deals	11 00 11 50		11 50 12 00
Spruce	9 00 9 50		10 00
Hemlock	7 75 8 00		8 50 9 00
Ash, log run	12 00 14 00		14 00 16 00
Basswood, log run	12 00 14 00		14 00 16 00
Oak	30 00 35 00		35 00 40 00
Walnut (common)	30 00 40 00		35 00 50 00
" good	60 00 80 00		70 00 90 00
Butternut	20 00 25 00		25 00 35 00
Cherry	50 00 60 00		60 00 70 00
Birch	13 00 15 00		15 00 20 00
Maple	18 00 20 00		20 00 25 00
Lath, 1st quality			1 50 1 90
Pine Shingles, 1st quality	2 00 3 00		2 00 3 00
" 2nd "	1 25 1 50		1 25 1 50

St. John, N. B.

ST. JOHN, Nov. 30th, 1889.

Deals, Boards, Scantling, etc.

Spruce deals	$12 00		
Pine "	15 00		
Deal ends	6 00		
Scantling	10 00		
Spruce boards			12 00
Pine "	12 00	@	40 00
Oak "			40 00
Ash "	15 00	@	25 00
Hemlock "			7 50

Shingles.

Spruce, extra	$3 50		
" clear	3 00		
" No. 1 extra	2 25		
No. 1			1 25
Pine			1 25

Clapboards.

Pine, extra	35 00		
" clears	45 00		
" 2d clears	35 00		
Spruce, extra			24 00
" clears			23 00
" No. 1			15 00
" No. 2			10 00

Flooring, Dressed.

6 in. No 1	12 00		
" No. 2	10 00		
4 in., No. 1			12 00
" No. 2			10 00

Miscellaneous.

Staves	3 00	@	4 50
Heading 17 in. per pr.			04
" 18 in.	04½		05½
" 22 in.	04½		06
Laths			1 80
Pickets	6 50	@	15 00
Railway ties			

Vancouver and New Westminster, B.C.

NEW WESTMINSTER, Nov. 30th, 1889

Car load and ship rates according to assortment. Bridge and Wharf Plank and Timber.

10 to 40 ft. long, per M, net	$11 00		
41 to 70 ft. " " "	$12 00	@	15 00
Rough lumber, building material	11 00		
" " Sized	12 50		
" " Fir, Clear	17 50		
" " Cedar, Bench or Selects	25 00		
" " " " D. D	30 00		

1 in, 1¼ 1½x6 in.

T. & G. Edge, Grain and Dry	27 50		
" " " Green	25 00		
No. 1, Dry	22 50		
" 1, Green	20 00		
" 2, Dry	20 00		
" 2, Green	17 50		
Cut to length, extra per M	2 50		
D. Dressed	2 50		

1 in, 1¼ 1½x4 in.

Edge Grain, Dry	27 50		
" " Green	25 00		
T. & G. Edge Grain, Dry	25 00		
No. 1, Dry	25 00		
" 1, Green	22 50		
" 2, Dry	20 00		
" 2, Green	17 50		
S. S. Planks for scows	17 50		
D. D. cedar, verandah cover. any length	45 00		
" " " " cut to length	50 00		
Shingles	2 50		
Lath	2 25		
D. D. clear Cedar	40 00	@	60 00
Pickets, rough	11 00		

Five per cent. off above prices for cash with the order.
Delivery on scow to mouth of river.

20 M ft. and over	75c. per M. ft		
10 to 20 M ft.	$1.00 " "		
Under 10 M ft.	1.25 " "		

Albany, N. Y.

ALBANY, Nov. 30th, 1889.

Hemlock.

Boards, 10 in. each	13½		
Joist, 4x6	33		
Joist, 2½x4, each	13		
Wall strips, 2x4	10		

Pine.

2½ in. and up, good.	$54 00	@	56 00
4ths	49 00		51 00
Selects	44 00		46 00
Pickings	39 00		41 00
1 to 2 in., good	48 00		50 00
4ths	43 00		45 00
Selects	38 00		40 00
Pickings	33 00		35 00
1 in. good	50 00		55 00
4ths	45 00		48 00
Selects	40 00		43 00
Pickings	35 00		38 00
Cutting up, 1 to 2 in.	30 00		35 00
Bracket plank	32 00		36 00
Shelving boards, 12 in. and up	26 00		32 00
Dressing bds. narrow	20 00		22 00
Sapping boards	16 00		18 00
Box boards	14 00		17 00
10 in boards dressing and better	$28 00	@	34 00
Common	15 00		20 00
12 in. boards dressing and better	32 00		33 00
Common	16 00		22 00
1¼ in. siding, selected 13 ft	40 00		45 00
Common	15 00		20 00
1 in. siding selected	38 00		42 00
Common	13 00		18 00
Norway, selected	22 00		25 00
Common	12 00		15 00
10 in. plk. 13 ft. dressing and better, each	45@50		
Culls	23 25		
10 in. boards, 13 ft., dress, & better each	28 33		
Culls	17 21		

Shingles and Lath.

Shingles, shaved pine	6 50		
2d quality	5 00		
Sawed, extra	4 30		4 40
Sawed, clear butts	3 00		3 30
Cedar, XXX	4 00		4 20
Shingles, cedar mixed	2 70		3 00
Hemlock			
Lath, pine			2 00
Spruce			2 00
Hemlock			1 75

Burlington, Vt.

BURLINGTON, Nov. 30th, 1889.

Caada Pine Sidings—1x8 in. and up, 12 to 16 ft. D 2 or 4 S.

Select & shelving	$46 00		
Pickings	37 00		
Pickings & better	40 00	@	42 00
Finish	$37 00	@	38 00
Dressing	27 00	@	28 00
Common	20 00	@	21 00

Canada Pine Stock—1x10 in. 12 to 16 ft. D 2 or 4 S.

Selects (clear)	55 00		
1st shelving	42 00		
2d	39 00		
3d	30 00	@	31 00
Pickings	38 00		
Pickings & better	44 00		
As run, common out	28 00	@	30 00
No. 1 barn boards	25 00		
Common	21 00		

Canada Pine Stock—1x12 in. 12 to 16 ft. D 2 or 4 S.

Selects (clear)	57 00		
1st shelving	47 00		
2d	41 00		
3d	32 00		
Pickings	38 00		
Pickings & better	44 00		
As run, common out	33 00		
No. 1 barn boards	26 00		
Common	21 00	@	22 00

Canada Pine Stock—14 in. 12 to 16 ft. D 2 or 4 S.

Pickings & better	45 00		
As run, common out	33 00		
3d shelving	33 00		
Common	22 00		

Canada Pine Short Boards—1x8 in. & up, 11 ft. & under, D 2 S or R.

Pickings & better	33 00	@	35 00
As run, common out	30 00		
Dressing & common, d 2 s or d 2 s & m	20 00	@	21 00
Common	18 00		20 00

Canada Pine Sheathing, D. M. & B—1 in. 4 to 7 in. 5 in. & up C B ⅞ in.

1st quality, 12 to 16 ft.	46 00		
2d	36 00	@	37 00
3d	27 00		
4th (selected common)	22 00		
1st & 2d quality, 9 to 11 ft.	33 00		
7 & 8 ft.	34 00		
3d quality, 11 ft. & under	22 00		
4th	18 00		

Canada (Quebec) Spruce—1 and 1¼ in. 4 to 10 in. D 2 S and M.

Clear, 10 to 16 ft	32 00		
No. 1	22 00		
No 2. 10 to 16 ft.	15 00	@	16 00

Above prices delivered on a rate of $30 per car load.

Buffalo and Tonawanda, N. Y.

BUFFALO, Nov. 30th, 1889.

Norway

Clear, 1 to 2 in. all width	23 00		
Dressing, 1 to 2 in. all widths	16 00	@	20 00
Common, 1 to 2 in. all widths	12 50	@	15 00
4x4, 5x5, 6x6 turning	22 00		
4x4, 5x5, 6x6 common	16 00		

White Pine.

Up'rs, 1 to 4 in. 10 in	$45 00	@	55 00
Sl'cts & Picks, 1 to 4 in	38 00		45 00
Fine common, 1 to 2 in. and thicker.	33 00		39 00
No. 1 cuts, 1 to 2in and thicker	27 00		39 00
Mold strips, 1 to 2 in	27 00		33 00
No. 2 cuts, 1 to 2 in and thicker	$20 00	@	24 00
Dressing, 1 to 2 in.	22 00		27 00
Common, 1 to 2 in.	14 00		17 00
No. 1 barn, 7 to 12 in	18 50		20 50
No. 2 barn. 7 to 12 in	16 50		17 50
Mill culls, 1 to 2 in.	9 00		10 00

Shingles

XXX, 18-in, sawed	3 70		
XX, 18-in, sawed clear butts	2 70		
X, 18-in, sawed	1 80		
XXX, 16-in "	3 40		
XX, 16-in " clear butts	2 40		
No. 2, 16-in "	90		
Thick cut	3 20		
XXX cut	3 00		
X cut	1 50		
No. 2 cut	65		
Thick cut (trade mark) 16 in per square	2 50		
XXX cut	2 25		
X cut	1 10		
No 2 cut	50		
Short cut	1 25		
Square end, per thousand	5 00		
Octagon or pointed end	5 25		
Scalloped or round end	5 25		
Other shapes made to order	5 25		

New York City.

NEW YORK, Nov. 30th, 1889.

Black Walnut.

1st & 2nd 11in all clear	$85 00	@	90 00
1 and 1¼ inches	93 00		95 00
1½ and thicker	90 00		110 00
Rejects	53 30		55 00
Culls, 1 inch	$35 00	@	37 50
Culls, thick	36 00		38 00
Counter tops, 22 in. and over	140 00		150 00

Poplar, or White Wood.

1st & 2nd, 1 in. 10 inches and over	23 00	@	23 00
¾ in. coffin boards	29 00		30 00
1 inch, 10 inch and over	31 50		32 50
1 inch, 8 in. and over	30 00		31 50
2½ and thicker	33 50		34 50
Common	22 00		25 00
Saps, 1 inch & thicker	25 00		27 00
Culls, all thickness	16 00		17 00

Ash.

1st & 2nd, 1 to 2 in.	36 00	@	38 00
Thicker	40 00		42 00
Balusters, 1¼x1¼ to 3x3	326 00		28 00
Squares, 4x4 to 10x10	42 00	@	47 00
Black ash, good	26 00		30 00
Black ash, culls	16 00		18 00

Oak.

1 inch plain sawed.	36 00	@	38 00
1¼ to 2 inch	38 00		39 00
Thicker	40 00		41 00
Quarter-sawed, white, all clear, 6-Dimension cut size	23 00		25 00
6 inches and over	45 00	@	50 00
Thicker	47 00		52 00
Strips under 6 in.	38 00		40 00

Cherry

1 inch	76 00	@	80 00
1 inch strips	43 00		45 00
1¼ to 2 inch	80 00		85 00
1½ and thicker	90 00	@	100 00
Counter tops, 18 in. and over	110 00		115 00
Culls, all thickness	22 00		22 00

Miscellaneous.

Chestnut, clear	30 00	@	35 00
Chestnut common	22 00		25 00
Basswood white	30 00		35 00
Basswood common	20 00		23 00
Maple, clear	32 00		35 00
Birch, clear	32 00		35 00
Birch, 1s and 2s	26 00		32 00
Cottonwood	21 00		22 00
Hickery, old growth	50 00		55 00
Hickery, 2nd growth	65 00		70 00
Elm	20 00		22 00
Sycamore	23 00		25 00
Sycamore quartered	38 00		40 00
Gum	36 00		47 00
Butternut	45 00		50 00
Sycamore dressed fig	24 00		25 00

Oswego, N. Y.

OSWEGO, Nov. 30th, 1889.

Three uppers, 1¼, 1½ & 2 inch	$43 00	@	45 00
Pickings, 1¼, 1½ & 2 in.	35 00		36 00
No. 1 cutting up, 1¼, 1½ & 2in.	30 00		31 00
No. 2 cutting up, 1¼, 1½ & 2in	19 00		21 00
1 in strips, 4 to 8 wide, selected for moulding strips, 14 to 16 ft.	31 00		33 00
1x6 selected for clapboards.	32 00		34 00

Siding.

1 in siding, cutting up piks & uppers	30 00	@	39 00
1 in dressing	19 00	@	21 00
1 in No. 1 culls	14 00	@	16 00
1 in No. 2 culls	13 00	@	14 00
1¼ in selected	35 00	@	40 00
1¼ in dressing	17 00		19 00
1¼ in No. 1 culls	14 00		10 00
1¼ in No. 2 culls	13 00		14 00
1¼ in No. 3 culls	9 50		10 00

1x12 Inch.

12 & 16 ft, mill run	20 00		23 00
10 & 16 ft, No. 1 &2, barn boards	18 00		19 00
12 & 16 ft, dressing and better	26 00		30 00
12 & 16 ft, No 2 culls			15 00

1x10 Inch.

12 & 13 ft, mill run, mill culls out	20 00		21 00
12 & 13 ft, dressing and better	25 00		27 00
12 & 13 ft, No 1 culls	16 00		17 00
12 & 13 ft, No 2 culls	14 00		15 00
14 to 16 ft, mill run mill culls out	20 00		22 00
14 to 16 ft, dressing and better	25 00		27 00
14 to 16 ft, No. 1 culls	16 00		17 00
14 to 16 ft, No. 2 culls	14 00		15 00
10 to 13 ft, No. 3 culls	9 50		10 00

1 1-4x10 Inches.

Mill run, mill culls out	20 00	@	23 00
Dressing and better	23 00		27 00
No. 1 culls	16 00	@	17 00
No. 2 culls	14 00		15 00

1x4 Inches.

Mill run, mills out	17 00	@	19 00
Dressing and better	23 00		27 00
No. 1 culls	13 00	@	14 00
No. 2 culls	11 00		12 00

1x5 Inches.

6 7 or 8, mill run, mill culls out	19 00	@	21 00
6, 7 or 8, drsg & better	24 00		28 00
6, 7 or 8, No. 1 culls	15 00	@	16 00
6, 7 or 8, No. 2 culls	13 00		14 00

Shingles.

XXX, 18 in pine	3 50	@	3 70
Clear butts, pine, 18 in.	2 50		2 70
XXX, 16 in pine	3 10		3 20
Stocks cedars, 5 or 6 in.	5 00		
XXX, 18 in cedar	3 20	@	3 60
Clear butt, 18 in cedar,	2 40		2 60
XX, 18 in cedar	2 10		2 20

Pickets.

No. 1, 1¼x1¼	15 00		
No. 1, 1x3	20 00		
No. 2, 1x3	9 00		10 00

Lath.

No. 1. 1¼	1 90		
No. 1 -4	1 50		
No. 2. 1 1-4			1 70

Boston, Mass.

BOSTON, Oct. 31st, 1889.

Western Pine—by car load.

Uppers, 1 in	$46 00	@	48 00
1¼, 1½ & 2 in	48 00		50 00
3 & 4 in	55 00		60 00
Selects, 1 in	41 00		43 00
1¼, 1½ & 2in	43 00		44 00
3 & 4 in	45 00		50 00
Moulding boards, 7 to 11 inch clear	37 00		41 00
60 per cent clear	35 00		37 00
Fine common 1 inch	37 00		42 00
1¼, 1½ & 2 inch	40 00		42 00
Fine com., 3 & 4 in.	42 00	@	46 00
No 2, 1 in. Fine com.	28 00		30 00
1¼, 1½ & 2 in	29 00		31 00
No. 1 strips, 4 to 6 in	40 00		43 00
No. 2	35 00		36 00
No. 3	24 00		26 00
Cut ups, 1 to 2 in.	24 00		30 00
Coffin boards	19 00		22 00
Common all widths	24 00		26 00
Shipping culls	15 50		16 50

Eastern Pine—Cargo or Car Load.

Nos. 1, 2 & 3	40 00	@	43 00
4	28 00		30 00
5	23 00		26 00
Ship'g bds & coarse	16 00		16 50
Refuse	12 00		13 50
West'rr pine clapbds 4 ft. sap extra	45 00		50 00
Clapboards, 4 ft., sap clear	40 00		45 00
Sap, 2nd clear	33 00		35 00
Heart extra	50 00		55 00
Heart clear	45 00		50 00

Spruce—by Cargo.

Scantling and plank, random cargoes	12 00	@	13 50
Yard orders, ordinary sizes.	13 50		14 50
Yard orders, extra sizes.	15 00		16 00
Clear floor boards	19 00		20 00
No. 2	16 00		17 00
Coarse, rough	10 00		11 50
Hemlock bds., rough	10 00		11 00
" " dressed	12 00		12 50
Clapbds., extra, 4 ft.			34 00
Clear, 4 ft.			30 00
Second clear			25 00
No. 1	10 00		14 00

Lath.

Spruce by cargo	2 00	@	2 15

Shingles.

Spruce.	1 25	@	1 50
Pine, 18 in. extra	4 00		4 25
Pine, No. 1	3 00		3 50
Cedar, sawed, extra	3 25		3 50
Clear			3 00
Extra, No. 1			2 50
Cypress, No. 1, 18 in.			5 00

EXCHANGE ECHOES.

Northwestern Lumberman.

The latter-day mill men in the northwest are bent on economy, as the one great desideratum now necessary of attainment, and are seeking new ways for making the most out of every log that goes into the mill boom. The band saw, or thin saws generally, constitute, as an idea, the nucleus for economy, but the ways of getting a little more out of a log, or for reforming the methods of the past are numerous. With the general purpose of economy in view new and improved machinery is constantly going in for decreasing waste, securing greater perfection in manufacture, and for lessening the cost of producing. Another thing is also noted. Carelessness in handling stock or an adherence to hide-bound notions by workmen is not now tolerated as in days of yore. It is about as important to look to the grade of product, as to guard against the waste of material in manufacture. Thus care in running stock through a piece of machinery may considerably increase the returns. For example, it is becoming the practice in some parts to have an expert inspector pass on every board that is to go through a planing machine, who marks the side to be surfaced, instead of trusting to the hasty and deficient judgment of most operatives of such machinery. The grade of stuff submitted to this process becomes more uniform, and many a board is saved from going into a lower grade. The same principle applies in other ways. With the white pine men it has become a question of producing economically and well, rather than with unceasing, high pressure rapidity.

PUBLICATIONS.

The Christmas number of the New York *Fashion Bazar* contains a magnificent chromo supplement of Meissioner's great painting, "Friedland, 1807." Most of the fashion plates in the Bazar are issued simultaneously in New York and Paris, the Christmas number is superbly illustrated, and among other good things it contains a new continued story by the author of "His Wedded Wife;" also a superbly illustrated Christmas story, entitled "Jim-of-the-whim." The editorial department is full of bright articles by various contributors, and all regular departments are replete with choice and seasonable reading matter. Any person sending $3 for a year's subscription will receive the beautiful Christmas Chromo Supplement of Meisssioner's great painting, "Friedland, 1807." Address George Munro, Munro's Publishing House, 12 to 27 Vandewater St., N.Y.

The *Cottage Hearth* is a home magazine of rare excellence, being full of good things and replete with interest. It is a most charming monthly, and should find its way to every lady's table. The literary contents are of a high order of merit, and the engravings, fashion plates and fancy work patterns form an attractive feature for the ladies, while the children's department affords a fund of amusement for the young folks. It is a large 36-page family magazine published at $1.50 per year. Sample copies sent free on application to F. P. Shumway, Jr., 11 Bloomfield street, Boston, Mass.

The *National Magazine* for November contains among other articles "Comparative Philology, by Professor Schele de Vere, Ph. D., J. U. D. of the University of Virginia; "Political Science," by Professor Raymond Mayo Smith, A.M., of Columbia College, and "Shakespeare," by F. W. Harkins, Ph. D., Chancellor of the new National University of Chicago, whose instruction by mail and University Extension System for non-residents is now meeting with such favor, is also explained in this number. In future numbers will appear a Symposium comprising articles by prominent scholars and statesmen giving their opinions on leading questions, such as "Darwin's Theory," "The Chinese Question," "Socialism," and "Should Immigration be Restricted?" Published the first of each month, at 147 Throop Street, Chicago. Subscription price, $1.00 a year. Sample copy 10 cts.

CASUALTIES.

At J. R. Booth's mill, Ottawa, a man named Cabineau was nearly burned alive by a lamp falling over him while "oiling up."

Nicholas Wood, aged 60 years, was thrown against a circular saw in Campbell's saw mill, at Hartington, Ont. Several of his ribs were sawn through.

Felix Alliere was instantly killed by a tree falling on him while cutting logs at Cormier's shanties, on the Grand Lake, about sixty miles back from the mouth of the Pettewawa.

Mr. Geo. Ford, a Listowel millwright, working in Wm. Milne's new saw mill at Ethel, Ont., got his hand jammed in between a pulley and some wood-work, causing the flesh to be taken from the hand and the fracture of one of the bones.

A young man named Ernest Bission, employed at Conroy's mills on Lake Deschenes, had three of his toes cut off while attending to a circular saw. He carelessly allowed his foot to swing across the teeth of the saw.

PERSONAL.

Mr. Andrew McCormack, lumber merchant, of Pembroke, has been offered the Reform nomination for the Ontario legislature in the new district of Nipissing, which he declined.

Mr. Alex. McCallum, who has been with Mr. J. M. Irwin for the past four years, paid our sanctum a visit last week. Mr. McCallum is a practical lumberman, and is well posted in lumber, especially the trade in Ontario.

Mr. F. G. Strickland, of the firm of F. G. Strickland & Co., machinery manufacturers' agents, of New Westminster, B. C., made us a call during the month. The firm is doing a splendid business in general machinery supplies, and he reports the saw milling business as booming on the Pacific Coast.

Mr. A. K. McIntosh, (Willmott & McIntosh), one of Toronto's best known and most energetic lumbermen, visited the LUMBERMAN sanctum recently while on his way to the Capital. He is one of the best versed men in the trade, a fluent talker and an entertaining writer. We hope ere long that he will give our readers the benefit of some of his experience, and his views on some of the important matters now affecting the trade.

FIRE RECORD.

Fire destroyed B. Patterson's saw and shingle mill at Burritt's Rapids, Ont., recently.

Bryden's, grist, saw and shingle mill, at Flinton, Ont., was burned Nov. 7th. Loss $4,000. No insurance.

The Brook's saw and shingle mill in the township of Ryde, Muskoka, was burned last month. No insurance.

Andrew James' saw and shingle mill at Horsey's Rapids, Ont., was burned Nov. 7th. Loss, about $3,000. Insurance $2,000.

Boyd's saw mill, at Eastman's Springs was burned to the ground, on Sunday, Nov. 7th, supposed to be the work of incendiaries. The fire also destroyed $100 worth of wood and shingles. The mill was valued at $3,000, and was uninsured.

F. J. DRAKE,

PATENTEE AND MANUFACTURER OF

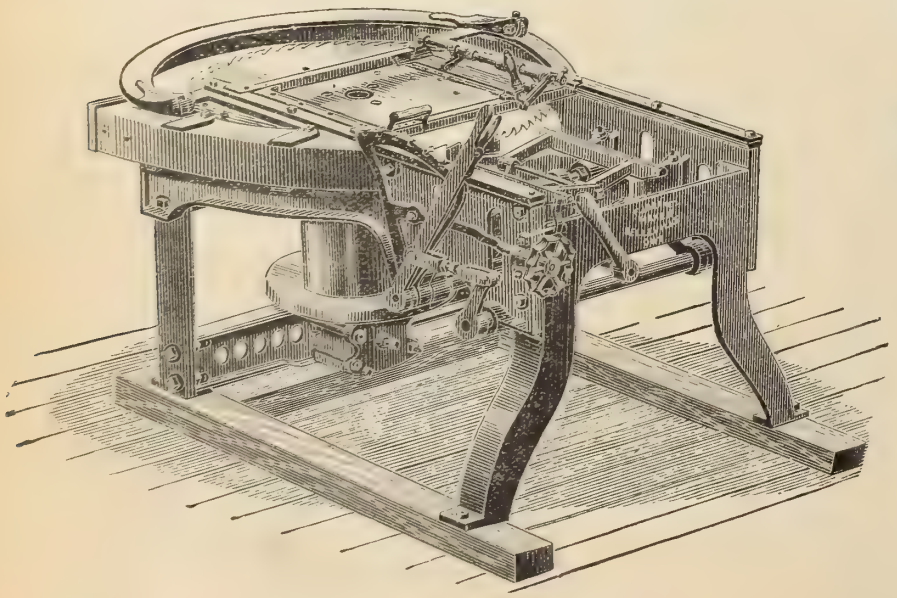
SAW, SHINGLE AND LATH MACHINERY

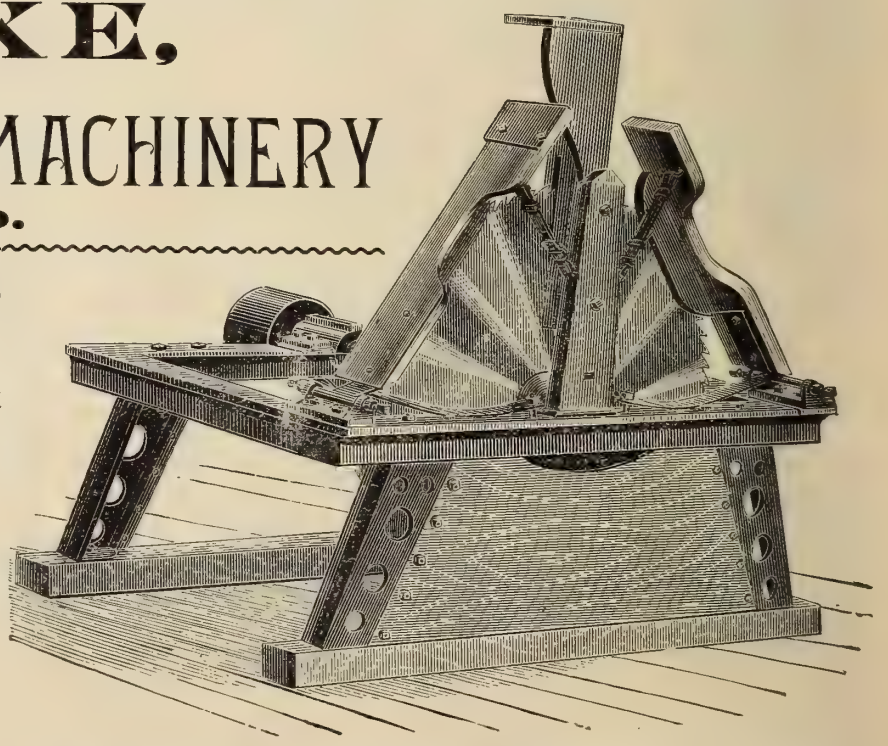
Belleville, Ontario.

DRAKE'S PATENT DAUNTLESS SHINGLE AND HEADING MACHINE

Capacity from 25,000 to 50,000 per day.

The frame of iron throughout, very heavy and rigid, strongly bolted and braced; carriage very light and strong, made of forged cast steel saw plate, running on steel ways or tracks; will take in a block 18 inches wide and 19 inches long, adjustable for 16 inch or 18 inch shingles.





Drake's Improved Shingle Edger.

With 40 inch saw will make more No. 1 Shingles from the same quantity of timber than any Wheel Jointer in existence.

It has a heavy iron frame made for two operators, two inch steel saw arbor, with extra long bearings; driving pulley 8 inches diameter, 7 inch face, saw 40 inches diameter, 16 gauge, speed, 1,600 per minute.

Mill men who have once used this machine will not use any other. For capacity, removing sap-knots, rot or any other imperfections, for making parallel shingles and economy of stock, it is superior to any other.

Also manufacturer of other kinds of Shingle Jointers, both self-acting and hand-feed Shingle Machines, Packing Boxes, Drag Saw Machines, Bolters, Stationary and Portable Saw Mills, Double Edgers, Single Edgers, Slab Saw Rigs, Bull Wheel Rigs, Lath Machines, Lath Bolters, in fact a general line of Mill Machinery, with Pulleys, Shafting, &c. Satisfaction guaranteed in all cases. Send for estimates on anything required, and the same will receive immediate attention.

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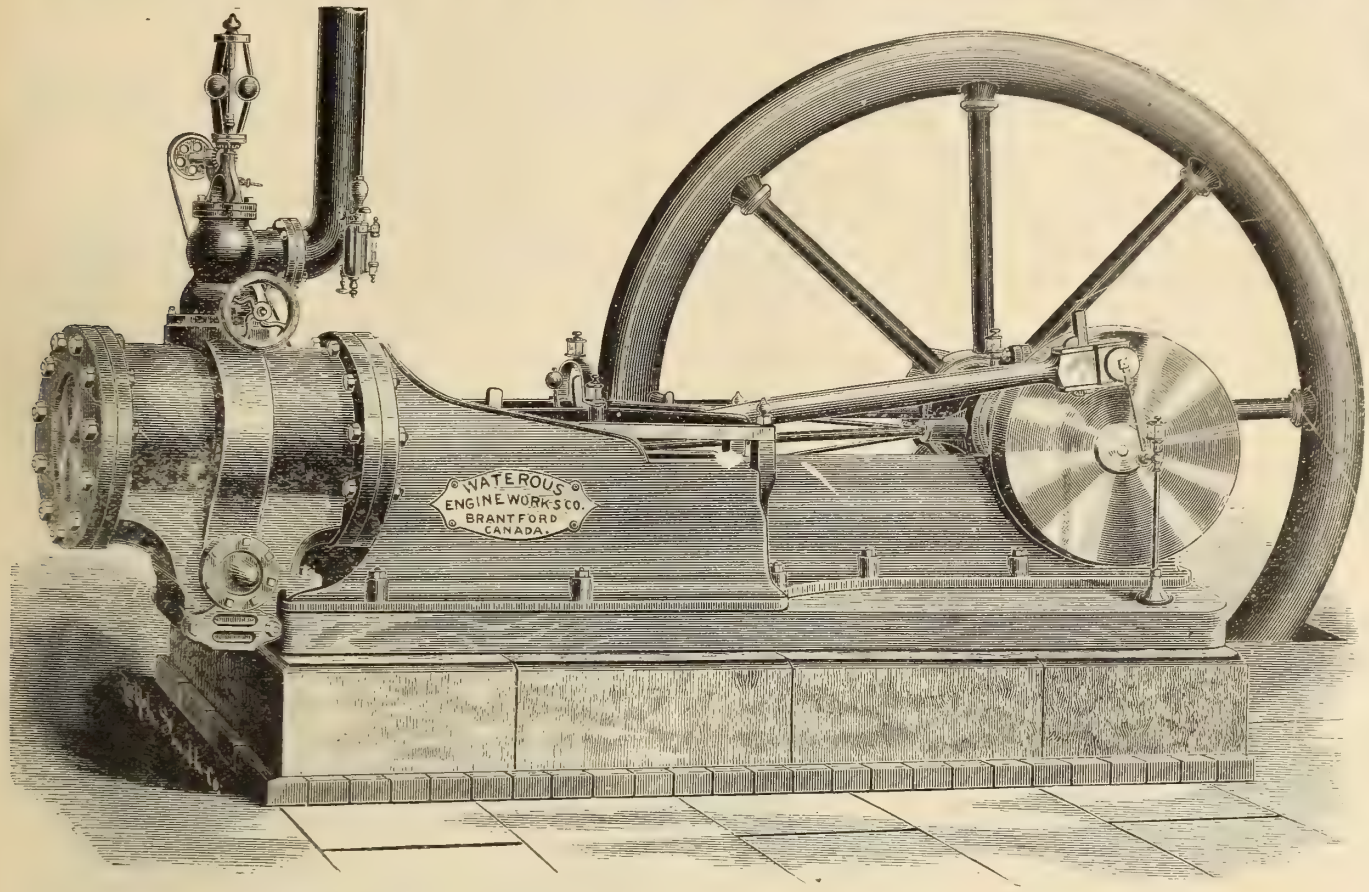

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BAND MILLS AND GANG MILLS.

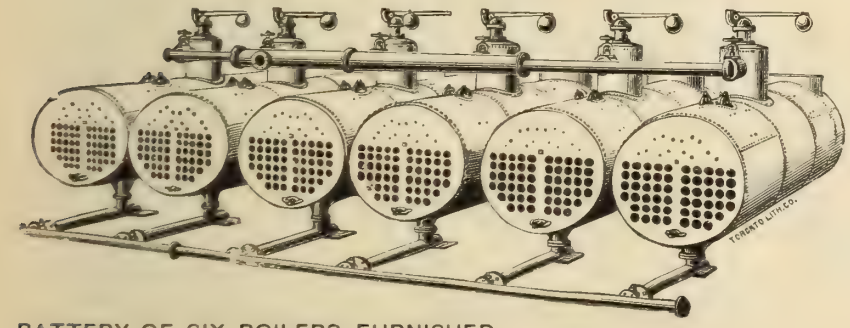
FRACTIONAL HEAD BLOCKS.

GANG EDGERS
3 TO 7 SAWS.

FIVE TO TEN SAW LUMBER TRIMMERS.

EWART LINK BELTING

The great Labor-Saving Device for Saw Mills.



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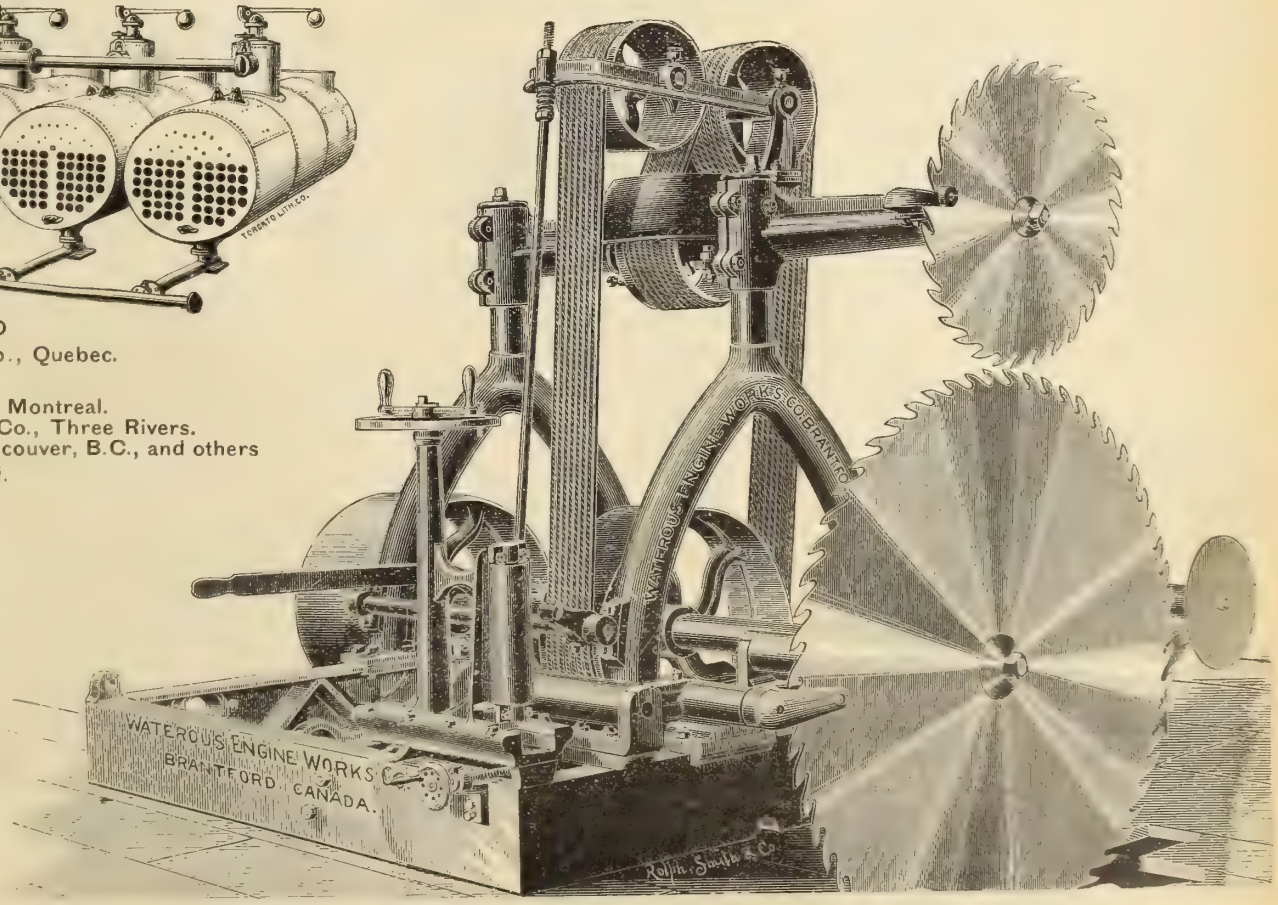
Fader Bros., Vancouver, B.C., and others
All furnished with Automatic Sawdust Feed.

ESTIMATES furnished on complete machinery outfits for mills of any required capacity and any class of duty, from purchasers' plans or plans furnished by ourselves.



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BRANTFORD, CANADA.

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WANTED AND FOR SALE.

Announcements in this department will be inserted at the uniform rate of fifteen cents per line, each issue, payable in advance. For four or more consecutive insertions of the same advertisement a discount of twenty-five per cent. will be allowed. Eight words of ordinary length should be counted as one line. Copy must reach this office by the 25th of the month to secure the appearance of the advertisment in the paper of the following month.

SOUTHERN PINE LANDS FOR SALE 41,000 acres of virgin timber with 5 miles of railroad and 11 miles of river front. Cutting from [illegible] thousand feet of merchantable lumber per acre. Price $1.50 an acre. F. W. MILLER & CO., Real Estate, Stock and Money Brokers, Atlanta, Ga.

WOOD-WORKING FACTORY WANTED, Hepworth station, on G. B. & L. E. Div. of G. T. R., presents a splendid opening for a hard-wood working factory of some kind. Abundance of beech, maple, elm, birch and black ash can be purchased cheap. A suitable building, with boiler and engine if required can be procured near the station by applying to J. E. MURPHY, Hepworth station, Ont.

IMPORTANT

AUCTION SALE

TO CLOSE A PARTNERSHIP.

The sale of property and effects of

Messrs. Gilmour & Co., Ottawa, and

Messrs. Gilmour & Co., Trenton,

Consisting of

TIMBER * LIMITS

Mills, etc.

Will take place at the

Russell House, Ottawa,

—ON—

WEDNESDAY, 9th APRIL, 1890

At 1 o'clock p. m.

The property will be sold in parcels.

Parcel 1—"The Gatineau Mills Property." This property consists of limits on the River Gatineau and tributaries, containing about 3,500 square miles, with improvements, farm buildings, etc.

The mills are furnished with all necessary plant and are in good repair.

Parcel 2—"The Trenton Mills Property." This property consists of limits in the Townships of Abinger, Anglesea, Barrie, Cardiff, Cashel, etc., containing about 500 square miles, and includes mills, logs and all necessary plant; also Crow Bay Mill Property and about one hundred town lots in Trenton, with dwellings for about 75 tenants, and 200 acres not divided into lots: also about 18,000 acres in the Townships of Anglesea, Barrie, Belmont, Cashel, etc., with lumbering depots at Havelock Station, Gilmour Station and Harvey.

Parcel 3—"The Hull Mill Property." Consisting of mill site and machinery.

Full particulars and information as to conditions of purchase, assumption of liability, etc., will be given on application to Gilmour & Co., Trenton; Gilmour & Co. Ottawa; Gilmour & Co., Quebec, or to

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Invaluable in every School and at every Fireside.

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We have a GOOD, SOUND, FINE FLAVOURED TEA at 12½ cents.

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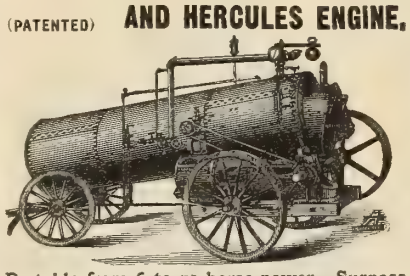

Portable from 6 to 70 horse power. Surpass portable steam power heretofore produced for strength, durability, compactness, and the ease with which they can be moved.

The 70 horse power can be taken over the roughest roads, or into the forest, and set up as easily and quickly as an ordinary 20 horse power portable engine, and as firm as a brick-set stationary engine. Engines and boilers of every size and description. Rotary Saw Mills, Shingle and Lath machines, Law Grinders, Planers, etc. Mill machinery and supplies of every description. Every boiler insured against explosion by the Boiler Insurance & Inspection Co. of Canada. Write for circulars.

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Every description of Lumbermen's Supplies and Waterproof Clothing.

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Pine Timber Limits, Saw Mills,

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LIST of woodworking machines for sale by H. W. PETRIE, Brantford; branch opposite Union Station, Toronto.

ONE new eclipse planer and matcher, Galt make.
ONE 24-inch planer and matcher, Cant Gourlay make.
ONE no. 5 new style planer, matcher, moulder and beader, Cowan make.
ONE no. 5 planer and matcher, Galt make.
ONE planer and matcher, Michael's make, Detroit.
ONE little giant planer, matcher and moulder; price $200.
ONE 24-inch planer and matcher, Dundas make.
NEW pony planers and matchers only $175.
ONE 27-inch double surfacer revolving bed; Cowan & Co. make.
ONE 24-inch pony planer, Frank & Co. make.
ONE 24-inch pony plainer, Ross make, Buffalo.
ONE no. 4 planer, McKechnie & Bertram build.
ONE no. 14 Goldie & McCollough pony planer, new style.
ONE 24-inch wood frame planer, Kennedy & Sons' make.
ONE planing machine knife grinder.
ONE 24-inch wood frame surface planer; cheap.
ONE 24-inch revolving bed surface planer; Goldie & McCullough, makers.
ONE 24-inch surface planer, Rogers' make.
ONE 24-inch pony planer, Cowan make.
ONE 23-inch surface planer, American build.
ONE 21-inch wood frame planer, Kennedy & Sons build.
ONE 22-inch surface planer, McKechine & Bertram.
ONE 22-inch wood frame planer in good order.
ONE 20-inch wood frame planer in good order.
ONE 20-inch pony planer, Frank's make Buffalo.
ONE 16-inch heading planer, Inglis & Hunter make.
ONE 12-inch diagonal buzz planer.
ONE Daniel's planer, R. Ball & Co. make.
ONE matcher, Kennedy & Sons' make, Owen Sound.
ONE beading and moulding attachment for planer, Ross made, Buffalo.
ONE No. 2 three-side moulding machine, Galt make.
ONE three-side moulder, Rogers' make Connecticut.
ONE new power morticer, Galt make.
ONE power morticer, Goldie & McCullough makes.
ONE power mortice with boring attachment, Dundas make.
ONE chair or upright boring machine.
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Wood-turning lathes, several sizes.
ONE new combination saw table all iron and steel.
Saw arbors, all sizes, Galt make.
ONE improved iron frame swing saw, new; Buffalo make.
ONE sander, Biggs' patent, 3 rolls, new machine.
SAND papers, new and second-hand.
ONE new dovetailing machine, Tyrell's patent.
ONE new 30-inch band saw, Galt make.
ONE new 25-inch band saw Cant Bros., make, Galt.
ONE wood frame and saw, 34-inch wheels.
FOUR power scroll saws and three foot power do.; good order.
THREE blind slat tenoners, all Galt make.
DODGE wood split pulleys at manufacturers' prices; quick delivery.
FOOT wiring machine, Galt make.

FULL particulars of any machine in above list on application. H. W. Petrie, Brantford; Toronto branch, opposite Union Station.

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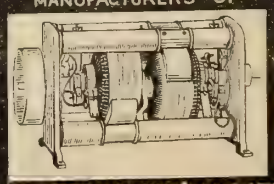

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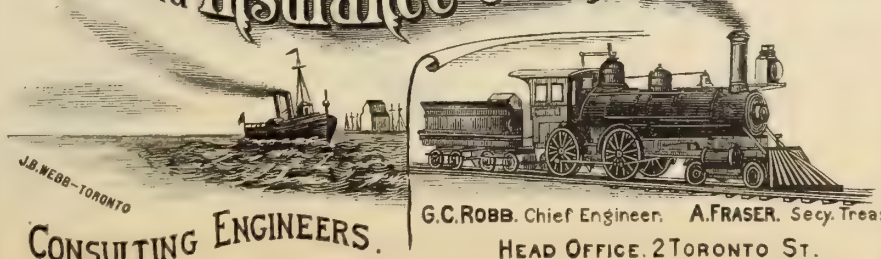

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Combined new business for 1889 to June 1st, about

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District Manager,

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1. Circular Saw Mill (heavy) with steam feed, 3 head blocks, to cut thirty feet.
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3. Lane's Patent Lever Set Circular Mill, No. 1, to cut 25ft.
4. Two Law's Shingle Machines.
5. One Iron Pulley 5ft x 16in face.
6. One Iron Pulley 4ft, 2in x 15½in face.
7. One Iron Pulley 8ft x 14in face.
8. 52in Leffel water wheel, made by Jos. Hall Co'y. good as new.
9. 30½in Leffel water wheel, made by Jos. Hall Co'y. G. order.
10. 14in Little Giant water wheel, made by J. C. Wilson & Co. Good order.
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12. Iron Planer, 28in x 28in x 8ft. Good order.
13. Iron Turning Lathe 28in x 14ft bed. Good order.
14. Iron Turning Lathe, rod feed, 8ft bed x 12in. Good order.
15. Iron Turning Lathe 15in x 8ft bed, screw feed; fair order.
16. Heavy Iron Boring Lathe 42in in gap x 8ft bed. Good order.
17. Bolt Gutter, cuts from ⅜ to 1in; in fair order.

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THE RATHBUN COMPANY,

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MANUFACTURERS OF

Doors, Sash, Blinds, Stairs

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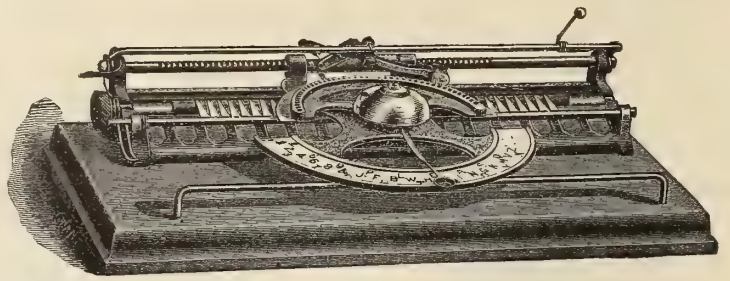

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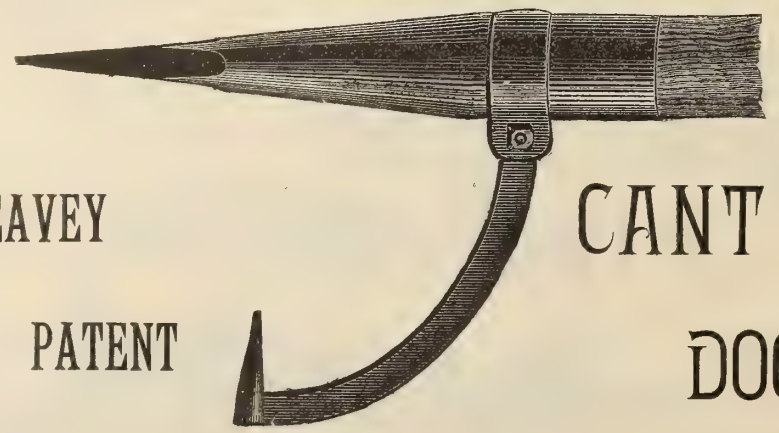

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Yours respectfully,
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Foreman of Union Machine Shops.

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Yours truly,
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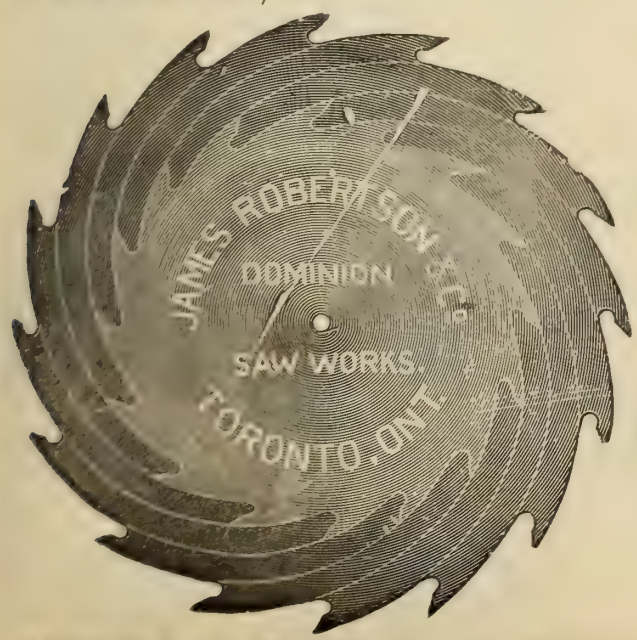

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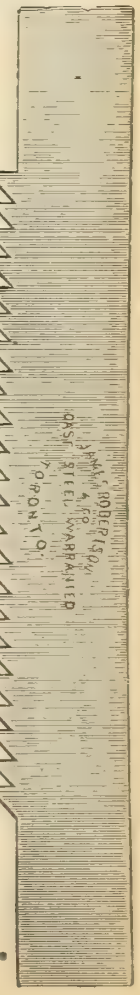

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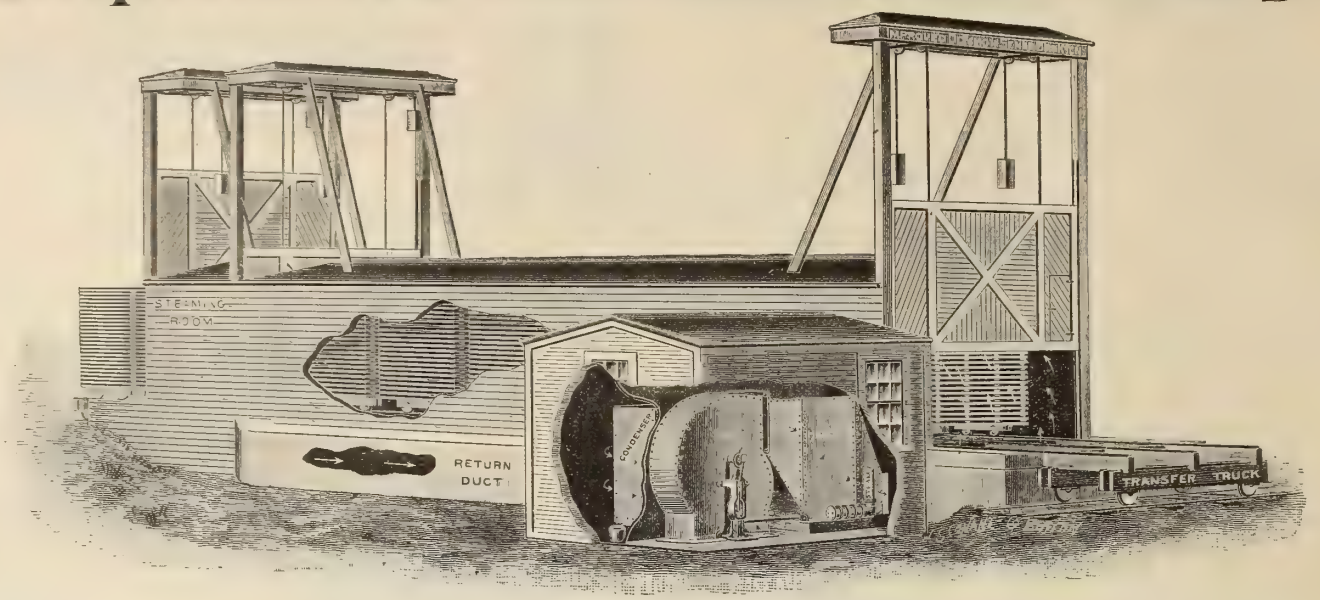

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THE CANADA LUMBERMAN.

VOLUME XI. NUMBER I. PETERBOROUGH, ONT., JANUARY, 1890. TERMS, $1.00 PER YEAR. SINGLE COPIES, 10 CENTS

THE CANADA LUMBERMAN
PUBLISHED MONTHLY BY
ARTHUR G. MORTIMER,
OFFICE: SIMCOE STREET, PETERBOROUGH, ONTARIO.
TERMS OF SUBSCRIPTION:
One Copy one Year, in Advance, - - - - - $1 00
One Copy six months, in Advance, - - - - - 50
Advertising Rates Furnished on Application.

THE CANADA LUMBERMAN is published in the interest of the lumber trade and of allied industries throughout the Dominion being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion of them by others.

Especial pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world so as to afford to the trade in Canada information upon which it can rely in its operations.

Special correspondents in localities of importance present accurate report not only of prices and the condition of the market but, also of other matters specially interesting to our readers. But correspondence is not only welcome but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way effecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the truth. Any items of interest are particularly requested for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN with its special class of readers is not only an exceptionally good medium for securing publicity but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements which will be inserted in a conspicious position at the uniform price of 15 cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for three successive issues or longer.

Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade or specially interested in it, who should not be on our list thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

BRITISH capitalists own in the United States 30,500,000 acres of lands, exclusive of the Harney Peak tin mine in Dakota with 30 square miles of land. They have invested in thread factories in Newark, New Jersey, and Pawtucket, Rhode Island, £1,000.000. In American railroads £2,000,000; and there is hardly a coal or iron mine from Alabama in the South to Wisconsin in the northwest but is worked with British capital. Recently they paid $1,500,000 for 260,000 acres coal and timber land in Kentucky, where, it is stated, they will establish one of the largest coal, iron and steel enterprises in America; and the New York *Times* is authority for saying that English capital to the extent of $100,000,000 is likely to be invested in America in a single enterprise, in the shape of a company to supply capital for railways and to carry railway insurance and mortgages. Do these capitalists really intend to buy up America and annex it to Canada; or do they simply mean to buy up the leading industries of the country; inaugurate and develop new enterprises, and by this means reach the franchise in order to usher in an era of free trade?

IT has been on peoples' tongues for some time past, says the London *Timber Trades Jonrnal*, that a large company was being projected which, in its magnitude and extent, would far surpass any that had hitherto been put on the market. This gigantic concern is the formation of a company with a capital of £500,000, in 50,000 shares of £10 each, to acquire the good will and title of the banking business of "Giles Loder" and the title of "Robert Loder" in Riga, together with the entire fully-paid share capital of the Muckenholm Saw Mill Company of Riga, comprising 150 fully-paid shares of 2,000 roubles each, 145 of which were the property of the late Sir Robert Loder, Bart., whose death has rendered it necessary to dispose of the property to carry out the terms of his will. The names of the directors, in addition to Sir E. Giles Loder, Bart., and Mr. Reginald Loder, include Messrs. Lewis J. M. Mason, Edward G. Price, and E. Wotton, all familiar names to the lumber trade.

SERIOUS charges of maladministration have been formulated against Crown Lands Commissioner Ferguson of Prince Edward Island, by the Charlotteville *Patriot*, which paper alleges that there is a shortage of many thousand dollars in the funds of the office. The commissioner is charged with neglect of his duty and with leaving the machine to run itself. It is also charged that the records of the office are in a deplorable state as regards the entries of receipts from the lands. It is stated that for weeks the day-book was not balanced and that the affairs of the office are in a disgraceful condition. Mr. Ferguson has held the office for several years and large amounts of money have passed through his hands. It is impossible to estimate the extent of the defalcations, which will not be known until an investigation is held, which alone can definitely locate the criminal who has been doing up the office. Ferguson now admits a shortage of $3000, but says that the responsibility rests with an official who cannot speak because he died a few weeks ago.

THE sawing season is now over and most of the mills have closed down. The season has been a fairly prosperous one, and prices of lumber have remained steady with the exception of low grade stocks. Navigation has been suspended for the winter after having enjoyed a prosperous trade, rates have been well maintained and ocean charters have ruled unusually high. The close of the season finds the yards well stocked with unsold lumber, and at the principal lumber centres large quantities will have to be carried over until next year. Some of the mills were compelled to close down some time ago for want of piling grounds, every available space being filled. The cause of the large stocks being held over is attributed by some to an over production, while others take the more rational view, that it is occasioned by an under demand. There will be a great falling off in the cut this winter, as a number of the large firms are not sending more than half their usual compliment of men into the woods; and while the log cut is expected to be much less than last season, the indications are that there will be a large increase in the production of square timber.

THE prospects for a good winter's work in the Ottawa Valley are very fair. As heretofore stated in the LUMBERMAN, extensive operations are being carried on in the square timber line, and it is expected that more will be cut this winter than for many years past. One estimate is that over 11,000,000 square feet of timber will be placed on the market next spring over last year's output. Owing to the brisk demand at the opening of the season, timber that had been lying in the booms for years past, found ready sale in the Quebec market. The danger now lies in an overproduction, as in all probability the amount taken out may prove to be in excess of the demand. The mills, on the whole, had a very early start, owing to the open spring, and being backed by a good stage of water in the river, the output has been very large, aggregating 795,000,000 feet b. m.; the largest amount of lumber turned out during any season in the Ottawa Valley. About all the men required are now in the woods. Wages are about the same as last year, if anything lower. Good hewers demand about $55 a month [illegible] men from $30 to $45; scorers from $26 to $36; road cutters $14 to $17; head log makers $22 to $25; other log makers $18 to $23; foremen at an average of $55; cooks from $26 to $35 and teamsters from $18 to $22 It is estimated that the Chaudiere and Hull lumbermen will get out about 2,400,000 logs which is equal to about 350,000,000 feet board measurement. Other firms in the Ottawa Valley will turn out about 2,700,000 logs or about 380,000,000 feet b. m., giving a total of 5,100,000 logs or 730,000,000 feet.

THE saw dust question, so far at least as the Dominion is concerned, like Bancho's ghost, will not down. Since the publication of Sir Charles Tupper's exhaustive reply to the petitioners of Lunenberg county, Nova Scotia, considerable correspondence has been going on through the local press of that province, which has occasioned no little feeling among the people in regard to the imperative action taken by the Minister of Marine and Fisheries. Mr. E. D. Davison, of the firm of E. D. Davison & Sons, who has been doing an extensive lumbering business on the La Have river for several decades, makes a lengthy reply in refutation of the views advanced by Sir Charles Tupper, and undertakes to show that the saw dust thrown into the La Have river has in no way interfered with navigation or been detrimental to the fishing interests. Mr. W. H. Roger, late inspector of Fisheries for Nova Scotia, whose report to the Minister of Marine and Fisheries, bearing date January 1st, 1889, was suppressed, undertakes to show in a letter to a Halifax paper that sawdust is beneficial to, rather than deleterious to fish life. The Bridgewater *Enterprise* commenting on the Minister's letter says, "a careful perusal of that lengthy document convinces us that the Minister has been badly imposed upon by his informants, otherwise no such ludicrous sentiments would have been included in his reply. It seems that he must have strived to see how utterly flimsy and ludicrous statements he could commit to paper in making up this reply, and to say that the whole document is characterized as a bungling mass of errors is but drawing it mild." This is strong language, and it is possible that the minister may have been imposed upon, as he states that his actions have been based upon information laid before him. It is the duty of the Minister to see that the law is enforced, and it is also his duty to get reliable information if it can be obtained; and furthermore, in enforcing the law it should be made to bear upon all offenders alike, and that without fear or favor. So long as the law is brought to bear upon certain offenders, and others who are grossly violating the law are permitted to go "Scott free," the law will be a bugbear to both the government and the people. The question will no doubt be taken up the next session of Parliament, and Senator Clemow, who holds strong views on the question, says he will devote himself to the work of having the Ottawa river excluded from those rivers which are exempt from the provisions of the law.

THE value of Canadian pine lands has been steadily on the increase, an enormous amount of money has been made by judicious investments in timber limits, and the opportunities for making money are about as good as ever. This is well known to Canadians, and others on the American side of the line. The following taken from the Detroit *Free Press* of recent date, bears us out in the assertion that Canada is a profitable field for investment: "Canada is now the most profitable field for the investment of surplus capital in standing pine," said Wm. F. Whitney, the widely known lumber dealer and stock raiser, in the lobby of the

Hotel Cadillac yesterday afternoon. "It is true a duty of a couple of dollars per thousand is required, but the pine lands can be bought so much cheaper over there than on this side that the amount thus expended is in reality a very trivial matter. In the neighborhood of Georgian Bay, the standing pine is simply magnificent. I bought a tract thirty-six square miles up there a few years ago, and it has turned out to be the very best investment of the sort that I ever made. The tract was looked over for me by a expert and I took it at his valuation. I have forgotten the exact price paid, but think it was somewhere in the neighborhood of $7,000. I am satisfied that I could now readily obtain $200,000 for my bargain. Pretty fair interest on the investment, eh?

THE manufacture of sulphite fibre has grown in six years from nothing to one thousand tons per day, and its use is doubling every year. A mill with a daily capacity of fifty tons costs five hundred thousand dollars. All pine woods make excellent fibre of great strength. Spruce is usually preferred by mill men in handling throughout the process of manufacturing. A company has recently been formed under the laws of New York and New Jersey, which has purchased all the rights of the International Sulphite Fiber & Paper Company, which includes the exclusive right to manufacture the sulphite fibre by the Mitcherlich process in the United States and Canada, and sufficient mills will be erected to supply the great and increasing demand for this product.

AT the present time there is quite a boom in the sale of timber lands in the Southern States, particularly in Louisiana and Mississippi. Brokers are busily engaged in buying up timber lands along the lines of the various railways in behalf of foreign and American investors. Several railways have projected through Louisiana which has stirred up investors to offer strong prices for pine timber. The land commission of the Texas, New Orleans and Tennessee Railway recently sold along that line in the Vazoo Delta between the state line of Tennessee and Mississippi in the vicinity of Vicksburg, a distance of 175 miles, 126,450 acres at a net price of $779,648. This was almost entirely timber and which was to be turned into farms as soon as the timber was sold off.

WOOD pulp, says the *Timberman*, has been a great boon to newspapers, its invention being one of the principal causes by which it is made possible for the great metropolitan daily newspapers, containing matter enough to fill a respectable volume, to be sold for so small a sum as two cents, and it also has proved a great boon to many mill owners by utilizing a vast amount of material that would otherwise go to waste. A cord of wood will make about 1,650 pounds of ground pulp, 1,000 pounds of sulphite fiber, or 800 pounds of soda pulp. Ground pulp is worth from $22 to $28 per ton. Domestic sulphite fibre sells at $67.50 to $70 per ton and the best imported at $67.50 to $100. The attention of mill owners who find the margin between the price of stumpage and the manufactured product so small is respectfully directed to these figures.

THE Quebec government announces a large sale of Crown timber limits, in Quebec city, on the 9th of January. The list comprises over 3,000 square miles. Mr. J. B. Charleson, superintendent of forest and fire rangers on the Upper and Lower Ottawa, recently returned with his party of men from exploring the tracts of pine land near the height of land at the source of the Ottawa. The trip was taken in order to prepare an official report to the House regarding the value and quantity of the timber reserves to be disposed of. The territory traversed was about 800 square miles, well wooded and watered. The pine is of a better quality than that of the Kippewa district. It all would come to the market by the Quinize river. The territory is not yet surveyed, but plans will be made from the report of Charleson's explorations and the land divided roughly into blocks of about 25 square miles each. The number of square miles to sold in the upper Ottawa agency is 1293. For list of other agencies see advertisement in another page.

ON another page will be found a letter from one of our old and esteemed subscribers, Mr. Joseph S. Wallis, of Port Carling, Ont., touching upon the much-discussed saw dust grievance. Like many others he has "got into the mess," but claims that he has not violated the law in any way. He wants to know if the Hon. Minister of Fisheries is discriminating against the grits and allowing the tories to go Scott-free. Now as our correspondent expresses the wish that we give an opinion on the matter, we can say without prejudice to either political party, that so far as our knowledge goes, the fines which have been incurred through allowing saw dust to pass into the streams, have been paid by grit and tory alike. In order to satisfy the demands of our correspondent we have canvassed the matter sufficiently to justify the assertion that no discrimination has been practiced, at least in the various cases where fines have been incurred, either in this or other provinces of the Dominion.

FOR sometime past the Reading Railroad Company have been engaged at their coal plant at Mahoey City, Pa., in making by a new process, feul from coal dust. Heretofore about one-seventh of the product of the coal mines has been lost in dust. The dust is now being utilized by making it into bricks that will burn like hard coal, except that there are no clinkers, as the bricks burn to ashes. The new process consists of the coal dust being evenly distributed with one-tenth of pitch, then pressed by great machines into large cakes, steam being used to moisten the mass. So hard does it become that it possesses the same power of resistance as coal. A pressure of thirty-five tons is brought to bear on each brick. There are two presses n operation, which, when run to their full capacity, will turn out about eight hundred tons of bricks in twenty-four hours. Sawdust could be utilized in a similiar way, and it is a matter of surprise that some method has not been devised long ago, by which the enormous amount of saw dust made every year at the great lumber centres could be converted into a cheap and profitable fuel.

WITH the current issue the CANADA LUMBERMAN enters upon its eleventh year, and has the honor of celebrating its birthday on our universal natal day—the anniversary of the birth of the world's new era. THE LUMBERMAN having lived through a decade, during which our native industries have been carefully fostered and largely augmented, we do not hesitate to foreshadow even greater progress during the ten years still allotted to this century. The lumber and wood-working interests, to which this journal exclusively caters, has not remained behind in the general stride of progress. On the contrary, it has developed in every quarter of our broad Dominion; carried its operations into parts but a few years ago unknown, except to the red man or the trapper; built public highways; erected towns and villages; employed more labor and controlled more capital in its operations than any other industry of our country. Abounding as our various provinces are with almost unlimited forests, it is not surprising that it has taken years to discover our wonderful timber resources; but hardy lumbermen have traversed these broad domains, staked out their "claims," and are justly entitled to the appellation of "Kings of the Forest." At this particular time, when all are supposed to ignore petty grievances, both political, social or commercial, and join in an expression of good-will to all men, we heartily congratulate our lumber friends on the progress they have made to their mutual profit and to the profit of the whole Dominion, coupled with the wish that the year 1890 may prove a happy and prosperous one to one and all. In the journalistic field we have endeavored to keep abreast of the times, and as our interests and the interests of the lumbermen are one, we have, in a small way at least, shared in the successes and achievements of the trade. Every additional volume of THE LUMBERMAN is intended to surpass in point of merit and usefullness that of its predecessor, and these improvements will be noticeable in proportion to the patronage from year to year extended it.

HARDWOOD for fuel is not so plentiful in Ontario as many suppose, the average estimate as to the quantity within our reach being much too high. One of the leading papers of Ontario, apparently well informed on such subjects, in a recent article says: "What about cordwood? That is a very important matter and every year it increases in importance, as the sources of our cordwood become fewer and more remote. There is not so much cordwood in Canada as is commonly supposed. Of the thousands of miles of railway operated by the Grand Trunk Company, the Midland is the only division that runs through a cordwood country, and only a portion of that division can supply fuel in considerable quantities. The city of Montreal is even now suffering from a dearth of cordwood. Maple in Montreal is selling at $8.00 a cord, birch at $7.50, and beech at $7. A large dealer has publicly declared that there is no cordwood to be bought throughout the country. Toronto has for its chief sources the Victoria branch of the Midland, the district around Penetang and the new extensions of the Northern Railway. Two or three years will make a great reduction in these sources of supply and then there will be the same condition of affairs in Toronto that now exists in Montreal. There are several facts connected with the cordwood trade which deserves notice. The wood itself is of no value. It realizes nothing, the man who cuts it giving the wood gratis. When the wood reaches Toronto it sells for $5.00 a cord, the $3 being consumed in freight and profit to the dealer. The wood difficulty is becoming serious.

SPLINTERS.

APPLICATION will be made at the next session of Parliament for an act to incorporate The Rainy River Boom Company, with power to construct maintain and operate one or more booms, and also steam boats and steam tugs for the purpose of towing logs and timber on the Rainy River, commencing at the point where Rainy River enters into the Lake of the Woods, thence to the foot of Long Sault Rapids on said river, opposite to Itaska county in Minnesota.

* * *

THE Toronto Hardwood Lumber Co., whose advertisement appears for the first time in the current issue, is a new firm recently started up in the city of Toronto, having at its back both capital and large experience. They have taken up the Hardwood business as a specialty, and with a thorough knowledge of the wants of the trade are confident of making their new enterprise a success. THE LUMBERMAN extends to the new firm its best wishes for success.

* * *

WE acknowledge receipt of the 15th annual catalogue of new and second-hand machinery, published by Mr. H. W. Petrie, of Brantford, Ont. It contains fifty large pages of descriptive matter regarding every conceivable class of machinery kept in stock, and should be in the hands of every man who contemplates the purchase of machinery no matter of what description. We have been informed that these catalogues will be forwarded to any address on application, and we have no hesitation in saying that Mr. Petrie can be relied on both for bargains and honorable treatment.

* * *

WE would direct the special attention of users of saws to the announcement on the first page of this issue of the Measures & Burns Saw Co., which has recently been established in Toronto. The new company has opened its works at the corner of Dundas street and Sheridan Ave., in the west end of the city, and are manufacturing circular, gang, slabber, shingle, drag, cross-cut and band saws from the best English and American steel. The different members of the company are thoroughly experienced men, and start out under the most favorable auspices. We bespeak for them a goodly share of the general trade of lumbermen and others.

RAMBLING NOTES.

Tid-Bits of News and Gossip Effecting the Lumber Interests Picked up Here, There and Everywhere.

By our Travelling Correspondent.]

BROCKVILLE.

This thriving and handsome town, of nearly 9,000 inhabitants, (a city in embryo) is located on the banks of the St. Lawrence, and is a calling place of the river and lake steamers: the terminus of the B. and O. branch of the C. P. R. and the Brockville, Westport, and Sault Ste. Marie railway; the county seat of Leeds county, of which it is an integral portion; and, in fact, admirably situated for the great and prosperous city, which the present Brockvilleites expect it soon to become. Its public buildings, including town hall and post office; 9 churches and 1 high, and 5 public schools, as objects of architectural beauty and substance, will vie with those of any town in Canada of its size and youth. There are also several manufactories, many good stores, two daily papers; and the town is lighted by both gas and electricity. Grain, live stock, and the products of its manufactories are shipped. The lumbering industry is not as great as of yore, but Mr. Peter McLaren continues to do a very extensive retail business, and also has a sash, door and planing mill, and altogether has the largest trade in the town. Our friends, Messrs. J. Briggs & Son, who have been established here for over 20 years, in their planing mill and sash and door factory, advise that they are "busy as can be" and cannot complain about prices and business generally. Messrs. Rathbun, of Deseronto, have also a branch business here, and have recently taken over the planing mill lately operated by Mr. Kearns.

PRESCOTT.

This is what is called a "Rock Bottom" smart little business town of some 3,000 and upwards of a population, on the banks of the St. Lawrence, opposite to, and all the year round in direct half-hourly communication with, the city of Ogdensburg, N. Y. This fact adds greatly to the importance of Prescott; making it a terminus of four large railways; and the transfer for both freight and passengers of the C. P. R. and G. T. R., thus bringing in a floating population. The through freight of products from Australia and China, via Vancouver, also crosses at this point to Ogdensburg and the U. S. The whole of the lumber from Ottawa and district is carried through here by the C. P. R. in car loads without transhipment, as their freight steamers are always in readiness to carry across freight and cars alike. It is also the greatest coal distributing station of the C. P. R., whose station is on the river bank; and that of the G. T. R. nearly a mile out of the town. All the river and lake steamers also call here. Prescott boasts some smart public buildings, new post office, 5 churches, 3 public schools, and a Mechanics' Institute and some palatial stores. The lumbering interests of Prescott are not very large (although many millions pass through it to the United States via the C.P.R.), but there is a good lumber yard in the town, sufficient to supply its own consumption. Mr. J. S. Elliot is the proprietor. Although Mr. Elliott has been operating here for about 7 years as a contractor and builder, he only opened his yard about two years ago; and I am glad to report from him that prices hold their own, with a tendency to an increase if anything, and that he is quite satisfied with his continued success. There are also some old established contractors here: Messrs. Ward & Steele, established some 30 years; Mr. James Cairns, 20 years, and Mr. James Buckly, coal and lumber, about 30 years. The only planing mill in Prescott has had many viscissitudes since its erection five years ago, but it having been taken over by Mr. James Causcallan, has every prospect of a good future, as he "means business," or as the Britisher says, "Death or Westminster Abbey." The other industries which employ a considerable amount of labor are: The Prescott Emery Wheel Company; the J. P. Wyser & Sons' distillery; the Labatte Brewery Co., and the Grenville Brewery of Messrs. John McCarthy & Son. There is also a good hotel owned and conducted by L. H. Daniels.

CORNWALL.

Why this "Manchester of Canada" got the name of dear old sleepy Cornwall of old country renown, I cannot conceive, unless it was that there is a granite quarry here, for there the resemblance ends. The Cornwall of Canada, and the Cornwall of England, differ as much as do chalk and cheese. This is a lively, hustling, business town, brimful of go and energy, and is so beautifully blessed by nature for a great manufacturing centre, that if both Manchester and old Cornwall don't also hustle they will both be left. Some 12 miles above Cornwall are the Long Sault rapids, which give the town unrivalled water power, of which the Canada Cotton Mill Co. the, Stormont Cotton Mill Co., the Paper Mill Co., and other manufactories have taken every advantage, and with this cheap power at hand have been enabled to erect factories and mills; employ some 2,000 sons of toil, and do a profitable business to themselves and of great advantage to the growth and future importance of this to-be-one-day great city.

The Long Sault rapids have made it necessary to have the Cornwall canal cut. Some idea of the force of the Long Sault rapids may be had, when it is explained that the mail and other steamers descending the river, entirely shut off steam when entering the rapids, and even then attain a speed of 25 miles an hour.

Cornwall, like most Canadian towns, can boast of noble-looking and substantial public buildings, (especially the post office, and a Cornish-granite, Presbyterian church) 7 churches, 4 public and 1 high school; several good stores and a hotel (the Rossmore) built recently at a cost of about $50,000.

Mr. L. A. Ross, who has been established here for past 20 years as a wholesale and retail lumber merchant, builder and contractor, has by far the most extensive business. His operations exceed annually two millions of lumber and some half million of shingles. His principal shipments are by the Canadian and Atlantic Railway as well as by vessel down the Ottawa river, where he can receive his lumber at the very doors of his mills and yards. He also ships hardwoods to New York, Boston and Montreal. Mr. Ross built the post office and the Rossmore hotel already spoken of. Mr. P. Denneny, who has been established here 10 years, does a very large retail business, and is quite satisfied with his success and with present prices, which are firm. Messrs. William Atchinson & Son have also a planing mill in Cornwall, continually employed for past 11 years mainly by custom work. Mr. Atchinson, Sen. has been engaged in the building and contracting business for upwards of 30 years in the town. I am pleased to say they all give good reports as to business.

MONTREAL.

This large and beautiful city has had so many vicissitudes, and is associated with so much historical interest, that I must give a brief sketch of its early history as well as its present greatness and greater future. *Ville Marie*, Mount Royal, or as it is now called, Montreal, was but a small village of the Huron Indians, when Christopher Columbus, in 1492, under the auspices of Ferdinand of Spain, first sailed in the direction of these shores; but he really only discovered San Salvador, Cuba and Paria in South America, returned with a report of his discoveries to his royal master, and died in 1506. Then one John Cabot, sent out by Henry 7th of England, sailed from Bristol in 1497 for the purpose of finding America, but only succeeded in discovering Newfoundland and in the following year Labrador, returned and died in 1557. Then a Florentine, Amerigo Vespucci, also under Ferdinand of Spain, claims to have found America in 1499. Again John Verazzini, another Florentine, but resident in France, claims to have found America for Francis 1st, of France, in 1525, but only got to Florida, and called it "New France," but was unfortunately murdered by savages. But in 1535 the real discoverer of Canada arose in the person of Jacques Cartier, a Frenchman, who sailed from St. Malo, in France, and was the very first European who found out and visited this now great city, then the Indian Village, called Hochelaga. History says he arrived in the bay before Quebec, on the 10th of August, the Feast of St. Lawrence, and being a good Catholic gave that name to the bay, gulf, and afterwards the River St. Lawrence. On arriving at the village of Hochelaga, he was received by the Indians and conducted by them to their lovely mountain near by, which he immediately named "Mount Royal" in honor of the then King of France. Cartier died about 1543. Some half a century then elapsed, when Champlain, following in Cartier's track, founded Quebec in 1608 and later Montreal as French colonies, under the title of New France. In 1628 Louis and Thomas Kirk, following their heroic father, Sir David Kirk, who had previously tried to capture these colonies for England, succeeded in so doing in the reign of Charles the 1st, from Champlain. At this time the population of Quebec was about 100 souls, and Montreal was composed of three or four log huts only. In 1632 Canada was restored by treaty to the French nation and continued a French settlement under the reign of le Grand Monarque Louis 14th, until the 8th of September, 1760, when, through the bravery of the gallant Wolfe and the men under his command, Montreal, Quebec and the whole of Canada was surrendered to the British Crown, and remains to this day one of its most brilliant jewels. If the progenitors of Canadians (of 1760) were to arise and visit the Montreal of to-day, their hearts would beat with delight to see what their sons have done. The wooden huts are replaced with buildings, both private, public and theological, that will vie with those of any city of its size in the world, and surpass not a few; the old river upon whose bosom only floated the birch bark canoe of the Indian which has given place to the full-rigged ship and the steam propelled floating palaces of the present day, is now ploughed up by the keels of the greyhounds of the ocean, bearing to and carrying away from her quays the products of the earth, and the manufactures of the world, and thus it has grown to a mighty city of upwards 200,000 inhabitants and is still growing apace. Montreal owes her growth and present splendor, not only to her unrivalled position as the great shipping distributor of the Dominion but also to her manufactories, which are very numerous and varied; and to her water power facilities, of which her merchants have taken every advantage.

The lumbering industry, to which Montreal owes no mean portion of success, has always held a prominent position here, and the following are its leading representative firms: The Export Lumber Co., limited. This firm, whose offices are at 107 St. James street, are without exception the largest shippers of all kinds of lumber from Montreal; the greatest part of their trade being to the River Platte, their total shipments from the St. Lawrence for the present year exceeding 35 million feet.

Messrs. T. W. Holmes & Co., whose offices are in the same building as the last mentioned company, also export many millions of lumber annually to Great Britain and the United States.

The Henderson Lumber Co., limited, who have been established upwards of 50 years, and whose offices are in William street, do a very extensive wholesale and retail trade in all kinds of woods, inland, and also ship across the border. They also have a steam saw mill for dimension timber principally and a planing mill and box factory. They also have a steam saw mill at Roxton Falls, from whence they ship to the United States.

Wm. Rutherford & Sons, 85 to 95 Atwater Avenue, have been established about 25 years and are doing a very large and increasing wholesale and retail trade in all kinds of lumber. They also have saw and planing mills, and sash, door, blind, and moulding factory, employing from 75 to 100 men all the year round, 10 hours a day. They report prices as good and trade brisk.

The Mona Saw Mills, have been established some 20 years, are the only log-sawing mills in Montreal, and are the property of, and operated by Mr. J. K. Ward. He handles from 17 to 20 million feet yearly, principally

pine and spruce, cut from his own limits, which he ships to Quebec for the English market. He also deals largely in planed lumber.

Mr. T. Prefontaine has a very old established and extensive wholesale and retail lumbering business, located in the west end of the city. His operations exceed $150,000 value per annum. He always has in hand a large stock of hardwood, and also owns a large door, sash and moulding factory, which he rents to, and it is being very successfully run by, Messrs. Aquire & Itzweire, who employ about 65 men.

Mr. G. A. Grier, whose offices and yards are located at 2704 Notre Dame street, does an entirely wholesale and jobbing trade; has been established 17 years, and makes a specialty of Ottawa pine lumber, of which he handles 18 to 20 millions yearly. He also sells hardwoods, but in car lots only. Mr. Grier has unusual facilities for landing, shipping, &c., as the Lachine Canal passes through his property.

Messrs. McLaurin Bros., of 2422 Notre Dame street, although only recently established in Montreal, have had many years' experience as lumbermen in the United States, and are doing a large and increasing business, principally in pine and spruce, of which they handled some seven millions during past year.

Messrs. J. & B. Grier, of 2642 Notre Dame street, a firm of 35 years' standing, do a large wholesale and retail trade in dimension and builders' timber generally, and also in raft timber. They also deal in hard woods, and have their own saw mills.

Mr. P. Poulin, of 469 William street, has been established 45 years, does a large trade as a wholesale and retail lumber merchant, especially in dimension and builders' timber.

Messrs. A. Hurteau & Brother, have for past 10 years carried on a very extensive and largely increasing trade as lumber merchants, at 92 Sanguinet street. They handled upwards of 12 millions during past year; shipping very largely to the United States.

In adition to the above, the following firms have a good business repute in the city of Montreal:—Messrs. E. J. Maxwell & Co., dealers in hardwoods generally, Craig street; Mr. Wm. McDonald, 63 Osborne street: Messrs. Shearer & Brown, Point St. Charles; Messrs. O. Dufresne, Jr. & Frere, 2388 Notre Dame street; Mr. James Shearer, St. Gabriel Locks; Messrs. Bourgouier & Co., St. James and Lusegnon streets; Messrs. H. Bulmer & Co., 511 Dorchester street; Messrs. Chaussee & Co., 1210 St. Catharine street; Messrs. Dupre Bros., 834 St. Catherine street; Messrs. Alex. Dupuy & Co., 840 St. Catherine street; Messrs. Thibodeau & Co., 1203 St. Catherine street, and Messrs. J. Robert & Son, 133 Papineau Road, &c.

Among several of the firms closely allied to the lumbering business which I was invited to inspect, the following call for especial notice:

The Dominion Leather Board Co. This firm which has been established several years, have their factory in Cote St. Paul, and their city offices at 5 St. Peter street. Their specialties are Leather Board, for insoles and stiffeners used by boot manufacturers; Friction Board, a commodity which has rapidly come to the front. It is a non-conductor, and does not get heated in work, and is spoken of by many prominent lumbermen and machinists as the finest anti-frictor ever produced, and does not wear too smooth to lose its grip in work. They also manufacture Asbestos millboard for steam packing, water-proofed and otherwise, which is found a very satisfactory substitute for rubber, and much less in price; and a black glazed board for hat and cap manufacturers use. Mr. Wm. Gifford is the Secy-Treas. of the company.

What the rudder is to a ship, a good axe is to the lumberman. Messrs. J. T. Mocock & Sons., of the Montreal Axe Works, have their works and offices located at Cote St. Paul, Montreal, and have been established 30 years. Here they make their widely-known and celebrated axes, adzes, edge-tools, mattocks, etc., so necessary to the lumberman. In the manufacture of above they use only the best A. F. Crown English made iron and finest tempered steel; and the division of labor used to produce these implements is most interesting to witness. The iron being cut into prescribed lengths it is then welded into the "pattern," then the "eye" or the head is formed and shaped ready to receive the steel—the better class are inserted, and the cheaper qualities overcoated—they are then tempered in salt water (the present temperer having been 20 years in the employ of this firm) then edged, ground, polished and finished, and bronzed or painted as the case may be. This firm makes axes varying from the 1½ lb. belt tomahawk (specially produced for the Hudson's Bay Company for trading to the Indians on their vast territories) to the 6 lb. chopping axe; they also make broad axes, cleaver, butchers, &c. Through the courtesy of this firm, I came away the proud possessor of the finest bronzed 1½ lb. tomahawk ever thrown by the hand of a red-skin.

The firm of Fenwick & Sclater are the sole agents for the Dominion of Canada for Messrs. F. Reddaby & Co., the largest manufacturers of cotton belting in the world, and it is in universal use by lumbermen and machinists generally. They also extensively handle cotton waste and hose, belting and all classes of goods used for packing, roofing, etc. Messrs Fenwick & Sclater operate also an asbestos mine and soap stone quarries. They have been established 10 years, and have a large and increasing business.

The world-wide known, and celebrated firm of Tees & Co. are still well to the fore as manufacturers of some 200 different kinds and styles of desks, also of revolving book cases, wood carpet, parquet and inlaid floors; sole manufacturers in Canada of metallic caskets, and undertakers' supplies generally. Their order books bear the names of Royal, noble and private personages and firms from all parts of the world; including Great Britain, from whence private orders have come from the Royal family, the nobility, men of the sword, luminaries of the law and the church, and an especially flattering letter and repeat order from no less a notability than the Rev. C. H. Spurgeon; and many other prominent divines. This is highly satisfactory and a great tribute to the advancement Canada is making in the markets of the world.

One of the most interesting manufactories I had the pleasure of inspecting in this city, and also one that is closely allied to the lumbering world, was that of Messrs. Robin & Sadler, who make leather belting and lace leather, loom strapping and picker's leather and cotton and rubber belting, etc. This firm is one of the oldest established and most extensive of its kind in the Dominion and is well-known to every lumberman, as its products are in universal use by them. Mr. George W. Sadler is now the sole proprietor. I was informed that no other hide was used by this house but the finest steer hide, tanned with pure bark tan, in their own tanneries at Stanbridge, Quebec, and especially prepared for belting. The hides are then brought to the factory, which is located at 2518 to 2522 Notre Dame street. Here they are scoured, cleaned, trimmed, scraped and set by the latest and most improved machinery; dried and cut to any size or weight required for belting or other purposes, thus doing away with the old-fashioned and slow process of hand labor. As it is necessary that the leather used for belting should be of the finest and strongest nature possible, only one-half of any steer hide can be used—the butt or solid part—the remainder being sold as offal for the manufacture of boots and shoes, harness, trunks, shoulder finishings, &c. A great impetus has been given to the business of this firm the past few years by the introduction of the electric light system, not only into public buildings generally but also into all the large saw, planing and other mills, where the use of gas and oil lamps is fast becoming a "thing of the past." For this purpose it is necessary that the belting should be of the very finest and strongest. Messrs. Robin & Sadler have succeeded in meeting this want by producing their now celebrated dynamo double-ply endless belting, without rivets or lacing of any kind; thus being smooth, strong and durable. They have recently supplied the Royal Electric Light Company, of Montreal, with belting of this description, at a cost of some $5,000, and it has given more than satisfaction. Messrs. Robin & Sadler are also the sole proprietors and manufacturers of "Waterproof Belting," having a vat specially constructed for this purpose. They have always a heavy stock in hand of all their manufactures for the immediate convenience of their customers. In addition to their works at Montreal, they have a branch house at 129 Bay street, Toronto, where they also carry a large stock of belting up to 16 in. single, heavy double, and light double so that orders can be filled at a moments notice.

The Royal Electric Lighting Company, of Montreal, whose head offices are in Wellington street, are very busy just now. Mr. Hager, their Secy-Treas. and manager informs me that they have enough work in hand for several months to come. The lumbermen who have already this light in operation look upon all other lights as things of the past; and advise all others to give it a trial.

The "Acme" Coffee and Spice Mills. Whilst rambling among the lumber yards in the vicinity of the Lachine Canal Basins and viewing the water power facilities which this canal gives to the saw, planing and other mills, I was invited to inspect the Coffee and Spice mills of C. A. Liffiton & Co. which are located here, and as among other things they grind Cinnamon and Cassia, which are both barks of the same tree, "they are in a way lumbermen," so I give them a "Rambling Note." It is a most uniquely-appointed and compact mill and well deserves its name—'Acme" I was particularly struck with the simplicity but, effectiveness of some of the machinery, especially their Cyclone pulverizer, the only one in Canada, which grinds with lightning-like speed their spices, barks, berries, etc., into the finest powder. Their patent Coffee Stoner and Elevator, worked by exhaust air, with which their Coffees, from the finest Arabian Mocho, Old Government Java, and the stronger Brazillians are roasted, cooled and stoned, is well worth seeing. They also grind and manufacture baking powders, mustards, peppers linseeds, nutmegs and every conceivable kind of spices and condiments. Messrs. Liffiton & Co., are also importers, dealers and agents in Canada for Mac Urquarht's London celebrated Worcestershire Sauce; George Whybrow's of London, England, sauces, pickles and popular relish, and Linton, Hubbard & Co.'s, also of London, English, Dessicated Cocoanut, etc.; and do a very extensive trade throughout the Dominion. Their head office is at 196 St. James street, Montreal.

VANCOUVER, B. C.

Vancouver is the principal lumbering point in British Columbia. It has five saw and planing mills, with others in process of construction, which aggregate a product exceeding 173,000,000 feet, and which employ 1,500 men. All the plants are equipped with every modern device in the line of machinery that is calculated to advance and perfect this gigantic industry to its fullest and best extent. The development of its lumber industry both locally and in its rapidly extending export trade with England and with all the eastern hemisphere, will in the near future assume proportions exceeding any other single revenue of the province.

The report of the Minister of Crown Lands recently issued, states that there are 25 saw mills in the Province, with a daily capacity in the aggregate of 170,000 or about 275,000,000 per annum. The acreage of timber leases held from the Provincial Government amounts to 135,063 acres, and on Crown Lands, 10,930,400; timber leasehold, 9,429,565, private property, 3,342,352; total 31,878,384; royalty collected, $12,575.59; rebate on timber exported, $3,051.48.

The largest plant in operation at Vancouver is owned by the Royal City Planing Mills Company, who also have a plant at New Westminster. They recently purchased the Hastings Saw Mill Company's plant, and to-day show an annual manufacturing capacity of 60,000,000 feet of lumber, employ 500 men, or about one-third of the entire service represented in this industrial interest at Vancouver. Leamy & Kyle are doing a prosperous business, and have a capacity of 1,000,000 feet a month, or 12,000,000 feet a year. They employ 125 men and export large quantities of rough and dressed lumber, sash, doors, lath, flooring, house timbers and house finishing wood work generally.

THE NEWS.

ONTARIO.

—The lumber in Trenton is chiefly shipped to Boston.

—Arthur Arnett, lumber dealer, Harwich, has assigned.

—The Rathbun Company's mill at Cambellford has closed down for the season.

—Mr. Rainey's mill, at Severn Bridge, turned out ten million shingles last year.

—Mr. McLaren has sold his mill at Riceville (lumber and grist) to Mr. Percy for $2,000.

—The firm of Milne & Son, Huntsville, has received an order for 200,000 broom handles.

—The Western Lumber Company, of Rat Portage will get out 11,000,000 feet of logs this winter.

—Thompson & Avery, of Sharbot Lake, have purchased 300 acres of lumber land south of Olden.

—A. & W. Mohr, lumber merchants, Mohr's Corners, Carleton, are said to be in financial difficulties.

—Button Bros., Sundridge, have two broom handle machines at work, turning out 3000 handles per day.

—Mr. D. Brown's new saw mill at Forrester's Falls, to take the place of one burned last August, is about completed.

—Mr. Joseph Leech, of Bluevale, has sold his saw mill business. R. N. Duff and Thomas Stewart are the purchasers.

—The Hawkesbury Lumber Company will cut 300,000 logs and 400,000 pieces of square timber on the Dumoine this winter.

—There are three lumber camps in the neighborhood of Axe Lake this winter. The weather has been most favorable for cutting.

—Mr. J. R. Booth, Ottawa, is placing a new gang of saws in his mill, in order to increase the sawing capacity of the mill next summer.

—Robert Gorman, of Ottawa, has bought a timber limit on White Fish lake for $25,000 from H. Egan, and will go into the lumber business.

—The creditors of Campbell Bros., lumber dealers, of Toronto, have accepted a compromise of 50c on the dollar—40c cash and 10c on time, secured.

—Lumbering operations are not so brisk at Trading Lake as last year. Mickle, Dyment & Co., and the American Co., are operating to a limited extent only.

—Perley & Pattee, lumbermen of the Chaudiere, are constructing sleighs for their new traction engine which they intend to work in the woods this winter.

—Mr. D. Myers, of Parry Sound, is going to start a portable saw mill at the mouth of Blair's Creek on the Sound. It is his intention to cut hardwood lumber.

—Mr. J. E. Murphy, Hepworth, is shipping large quantities of saw dust to Montreal and other points. It is used for packing ice and other purposes in the cities.

—A number of shantymen working in the Madawaska woods were discharged on account of insufficiency of work. They were reengaged to work in the Opeongo woods.

—Reports from the shanties state that the work accomplished in the bush this season so far, has been very satisfactory. The weather has been very favorable for shantying purposes.

—Mr. Perry has set a gang of men at work in Macaulay, near High Falls, getting out the next season's supply of timber. The cut next year in Mr. Perry's mill will be about 2,000,000 feet.

—Lumbering business is brisk at Burk's Falls, and lumbermen and others are complaining that they cannot get cars. Large quantities of pulp wood would be shipped if cars could be obtained.

—Lumber, amounting to $3,631,199, was exported from the Dominion during the first four months of the current fiscal year, October showing an increase of $800,000 over the same month in 1888.

—Messrs. Maitland & Rixon, Owen Sound, will erect a saw mill at that place with a capacity to cut 5,000,000 of lumber a year. They will equip their mill with the machinery now in their mill at Tobermoray Harbor.

—Board timber is reported as being in good demand in the neighborhood of Perry, Muskoka. Parties are buying up all the good pine timber they can get hold of. Several parties have contracts for getting out square birch timber.

—Simpson & Cartwright, lumber dealers, Carlisle, have dissolved partnership. Mr. Cartwright will continue the business. Mr. Simson has removed to St. Annes and entered into partnership with Neal Hunter, where they intend carrying on the lumber business.

—Gorton & Co., of Buffalo, N. Y. who carried on a lumbering business in Romney township, Ont., have failed for over $500,000. Dr. King, of Kingsville, and C. G. Fox, of Gosfield South, are heavy losers by the failure.

—Mr. D. McPherson, whose mill on the town-line near Comber, was burned a short time ago, is reported to have left for parts unknown. After collecting his insurance he departed, leaving a number of mourning creditors behind.

—The Moiles Bros' mill, which was moved away from Detour, last spring, to the island at the mouth of Spanish river, Canada, and over which so much litigation has arisen, cut 7,500,000 feet for Stepen Baldwin, of Detroit.

—Mr. Thos. Whaley, Huntsville, has purchased the saw mill and timber limits of McConachie & Calder. The mill will be fitted up with new machinery, and Mr. Whaley will run both lumber and shingles strong next summer.

—Hon. Mr. Hardy, Minister of Crown Lands, says the damage to Ontario pine regions by fire this year will not be so heavy as in former years. The lumbering business in Ontario this season has not been greater than in former years.

—The Steamer *United Lumbermen* has had a most successful season, having made fifteen round trips, thirteen being from Georgian Bay to Tonawanda, and two trips to river ports. This beats all previous records between Georgian Bay and Lake Erie ports.

—W. W. Carter and Murney Deans have purchased 200 acres of well wooded land in the township of Huntington, near Crook's station on the C. P. R., upon which it is intended to cut 2,000 cords of wood, 3,000 telegraph poles, besides posts, ties, etc., this winter.

—The shipping of lumber by rail from the Chaudiere is very dull at present. It is accounted for by the fact that purchasers laid in a heavy supply previous to the close of navigation. Not much change is expected till after New Years when as a rule the shipping becomes brisk.

—A number of lumbermen met recently and appointed a committee to wait upon the Government at Ottawa and press upon them their view that the export duty on logs should be abolished on the ground of its clumsiness, the annoyance it causes, and that it is unnecssary.

—Telfer, Ainslie & Smith, of Comber, have purchased the timber on the Point Aux Pines, and are removing their saw mill from Colchester to that point. The firm expect to be able to cut for the next two or three years, and intend erecting the mill at Raglan where a water front has been purchased.

—The shingle business is booming at Burk's Falls. The steam shingle mills are piling up for want of cars. R. H. Menzies' mill is expected to run all winter; Holbert's Grass Valley mill is still cutting and shipments are being made as fast as cars can be obtained. Shipments will be heavy during the winter.

—Peter McLaren, of Perth, purchased recently the Douthal survey, containing 84,000 acres of timber lands, lying in Alleghany county, Va., from Philadelphia parties for $300,000, one-third cash, the balance in three annual installments, bearing four per cent. interest. The property has on it fine timber and valuable minerals.

—The following lumber firms are now operating at Little Current:—J. & T. Conlon, McKinnon & Walsh, Howrie & Son, Charleton & Co., W. Potter & Co., and McLaren & Co., and between them they have over 600 men employed in the woods this winter, and these men draw their supplies largely from Little Current. Howrie alone has over 200 men in his camps.

—At the Chancery Court sitting in April next, the case of La Banque Nationale vs. Alderman O. Latour, lumber merchant, will come up. It involves something over $360,000, which the Bank claims. Mr. Latour claims that the Bank realized over $100,000 on the sale of his limits and the work he performed for them, and he intends bringing an action against them for that amount.

—Lumber, amounting to 480,773 thousand feet, and valued at $5,893,286, was exported from the Dominion to the United States during the nine months ending with September, 1889. During the same months of 1888 the exports of lumber amounted to 432,128 thousand feet, valued at $5,209,390. The amount of customs duty paid upon Canadian lumber going into the United States in the first nine months of 1889 was about $800,000.

—The following is the statement of the number of loaded cars sent out by the Rathbun Company over the line of the Bay of Quinte railway during the week ending, Saturday 14th inst:—Monday 25 cars; Tuesday 41; Wednesday 41; Thursday 43; Friday 37; Saturday 30; total 217. This is the largest number of cars ever loaded by the company in one week and shows the vast proportions to which their business has extended during late years.

—About twenty million feet of logs were rafted on the Rainy river during the season, fifteen from the Canadian side and five from Minnesota. The stock of lumber in this district to be wintered over is not large, but it is well assorted and likely to supply the demand till next season. Heavy timber for railway work and bridging is now a specialty. A large quantity has been supplied to the C. P. R. and the Northwestern Central for the past season.

—The Rathburn Co., of Deseronto, are continually shipping to London large quantities of ash, birch, and other native woods of Canada; also doors, sash, acetates and other products of the chemical works and other factories. During the past year they secured a valuable property in London, England, in order to give better facilities and additional accommodation for their increasing business in Great Britain. The dock in connection with this property has been named "Deseronto" Dock.

—It is computed that over eight thousand men went to the shanties from Ottawa and its vicinity during last fall, and the number sent up to make square timber this winter is nearly double that employed last year; fully fifty per cent. more of that material will be taken out. The square timber men are also being paid better wages than last year, the figures being: Hewers, $60; liners, $40; scorers, $36; general hands, $22. The supply of hands for this work was just barely enough to meet the demand.

—We give below a statement, furnished by Alex. Waters, Harbor master, at Belleville, of logs separated at the Belleville boom during the season of 1889. No return is given of square timber brought by rail and rafted, of which there was a large quantity; only the return of stuff brought down the Moira river is given. Statement of logs, etc., separated at the Belleville boom during the season of 1889: Logs, 555,570; floats, 1,979; cedar, 28,588; posts, 15,930; lots, 76,170; ties, 3,339; long logs, 6,041; timber, 485; telegraph poles, 269. Total number of pieces, 688,371.

—The merchants, lumbermen and traders at French River and Bying Inlet have formed a joint stock company, subscribed the necessary stock, and have given an order to the Owen Sound Dry Dock Company to build a first-class steamer by May 1, 1890, and it is intended she shall make tri-weekly trips on the Georgian bay, calling at Midland, Collingwood, Parry Sound, French River and Byng Inlet. She is to be 126 feet long, and is to be elaborately finished and to provide good accommodation for 60 cabin and 75 steerage passengers. The cost will be about $40,000. It is the first venture in the building of a passenger steamer by merchants on the north shore.

—The Emery Lumber Co., of Wahniptae, have made arrangements with the C. P. R. for a large shipment of square timber from Sudbury to Papineauville. The C. P. R. transport about 2,000,000 cubic feet of pine timber from the Nipissing district every year to Papineauville, where it is put in the Ottawa river and floated to Quebec, from which point it is exported to Liverpool. Shippers that send their timber by rail have a decided advantage over others that float all the way to Quebec in the matter of an early market. They can reach Liverpool before parties that use the water route get to Quebec. Moreover their timber is in much better condition than timber that has to run through rapids.

—The following estimates of the Ottawa Valley cut the past season, may be relied upon, as they are from the best of authority, and are as near correct as can be had:

J. R. Booth, Ottawa	85,000,000	b.m.
McLachlin Bros., Arnprior	85,000,000	"
Bronson & Weston, Ottawa	80,000,000	"
Perley & Pattee, Ottawa	70,000,000	"
Pierce & Co., Ottawa	60,000,000	"
E. B. Eddy & Co., Hull	60,000,000	"
W. C. Edwards, Rockland	60,000,000	"
Hurdman & Co., Hull	40,000,000	"
James McLaren & Co.	40,000,000	"
Gillies Bros., Braeside	40,000,000	"
McClymont	25,000,000	"
McLaren, Edwards, Caldwell (Carleton Place)	50,000,000	"
Gilmour & Co., Gatineau	40,000,000	"
Local mills above Braeside	50,000,000	"
Total	795,000,000	

—The Memphis *Daily Commercial* of Dec. 15th, says:—"Thomas Ouellette and David Sicklesteel, of Gordon, Ont., two of the heaviest lumber dealers in Canada, are in the city for the purpose of buying timber for the Canada markets. Their business is an extensive one and purchases of timber here will be made on an almost colossal scale. At present they are negotiating with Mayor McGinnis of the Land Department of the L. N. O. & T. and the general offices of that company for the immense track of the Yazoo Delta timber lands. They will go south over the L., N, O. & T. in a day or two to make an inspection of the lands in question and will close the deal on a cash basis. It is also expected they will extend their field of operation into Arkansas and will make heavy purchases of timber lands in that state."

TRADE REVIEW.

Toronto, Ont.

TORONTO, Dec. 30th, 1889.

As is usually the case at this time of the year there is nothing doing in lumber worthy of mention. Prices remain unchanged. The falling off in exports of lumber this year has been remarkable, but this was to be expected, as the railways have complete control of the traffic. The exports of the year amount to 4,284,765 feet against 8,649,868 feet in 1888, showing a decrease of 3,936,103 feet. In shingles the same decrease is noted. The exports of shingles in 1889 amount to 2,579,750 against 3,603,091 in 1888, a decrease of 1,023,341.

CAR OR CARGO LOTS.

1¼ and thicker clear picks. American inspection	$20 00@30 00
1½ and thicker, three uppers. American inspection	37 00
1¼ and thicker, pickings. American inspection	25 00
1X10 & 12 dressing and better	18 00 20 00
1X10 & 12 mill run	13 00 14 00
1X10 & 12 dressing	14 00 15 00
1X10 & 12 common	12 00 13 00
1X10 & 12 spruce culls	10 00 11 00
1X10 & 12 mill culls	9 00
1 inch clear and picks	24 00 25 00
1 inch dressing and better	18 00 20 00
1 inch siding mill run	13 00 14 00
1 inch siding common	11 00 12 00
1 inch siding ship culls	10 00 11 00
1inch siding mill culls	8 00 9 00
Cull scantling	8 00 9 00
1¼ and thicker cutting up plank	22 00 25 00
1 inch strips 4 in to 8 in mill run	14 00 15 00
1 inch strips, common	11 00 12 00
1¼ inch flooring	14 00 15 00
1½ inch flooring	14 00 15 00
XXX shingles, 16 in	2 20 2 25
XX shingles, 16 in	1 10 1 25
Lath, No. 1	1 70 1 90
" No. 2	1 70

YARD QUOTATIONS.

Mill cull boards & scantling	$10 00	Dressing stocks	16 00@20 00
Shipping cull boards. promiscuous widths	13 00	Picks Am. inspection	40 00
stocks	14 00	Three uppers, Am. inspect.	50 00
		F. M.	
Scantling & joist, up to 16 ft	14 00	1½in. flooring, dres'd	28 00 30 00
" " 18 ft	15 00	1½ " " rough	18 00 22 00
" " 20 ft	16 00	1¼ " " dres'd F.M.	25 00 28 00
" " 22 ft	17 00	" "undrs'd B.M.	18 00 19 00
" " 24 ft	19 00	" " dres'd	18 00 20 00
" " 26 ft	20 00	" " undres'd	12 00 15 00
" " 28 ft	22 00	Beaded sheeting, dressed	22 00 35 00
" " 30 ft	24 00	Clapboarding, dres'd	12 00
" " 32 ft	26 00	XXX sawn shingles	
" " 34 ft	28 50	per M	2 65 2 75
" " 36 ft	30 00	Sawn Lath	2 00 2 20
" " 38 ft	32 00	Red oak	30 00 40 00
" 40 to 44 ft	35 00	White "	35 00 45 00
Cutting up planks 1¼ and thicker dry	25 00 26 00	Basswood, No. 1 & 2	18 00 20 00
" board	18 00 22 00	Cherry, No. 1 & 2	50 00 60 00
		White ash, 1 & 2	25 00 35 00
		Black ash, 1 & 2	20 00 30 00

Montreal, Que.

MONTREAL, Dec. 28th, 1889.

The lumber business is very quiet and has been for some time past, the entire business being confined to a few sales of the smallest dimensions. The season's quiet has fairly set in and prices may be regarded as nominal.

	WHOLESALE.
Pine, 1st quality	$35 00@40 00
" 2nd "	22 00 25 00
" shipping Culls	14 00 16 00
" 4th quality Deals	10 00 12 00
Spruce	10 00 12 00
Hemlock	9 00 10 00
Ash, log run	13 00 18 00
Basswood, log run	20 00
Oak	40 00 100 00
Walnut (common)	
" (good)	100 00
Butternut	22 00 40 00
Cherry	60 00 80 00
Birch	15 00 25 00
Maple	20 00 21 00
Lath, 1st quality	1 80 1 90
Pine Shingles, 1st quality	1 50 3 00
" " 2nd "	1 25 1 50

Burlington, Vt.

BURLINGTON, Dec. 31st, 1889.

Caada Pine Sidings—1x8 in. and up, 12 to 16 ft. D 2 or 4 S.

Select & shelving	$46 00	Finish	$37 00@38 00
Pickings	37 00	Dressing	27 00@28 00
Pickings & better	40 00@42 00	Common	20 00@21 00

Canada Pine Stock—1x10 in. 12 to 16 ft. D 2 or 4 S.

Selects (clear)	55 00	Pickings & better	44 00
1st shelving	42 00	As run, common out	28 00@30 00
2d	39 00	No. 1 barn boards	25 00
3d	30 00@31 00	Common	21 00
Pickings	38 00		

Canada Pine Stock—1x12 in. 12 to 16 ft. D 2 or 4 S.

Selects (clear)	57 00	Pickings & better	44 00
1st shelving	47 00	As run, common out	33 00
2d	41 00	No. 1 barn boards	26 00
3d	32 00	Common	21 00@22 00
Pickings	38 00		

Canada Pine Stock—14 in. 12 to 16 ft. D 2 or 4 S.

Pickings & better	45 00	3d shelving	33 00
As run, common out	33 00	Common	22 00

Canada Pine Short Boards—1x8 in. & up, 11 ft. & under, D 2 S or R.

Pickings & better	35 00@35 00	Dressing & common, d	
As run, common out	30 00	2 s or d 2 s & m	20 00@21 00
		Common	18 00 20 00

Canada Pine Sheathing. D. M. & B—1 in 4 to 7 in. 5 in. & up C B ⅞ in.

1st quality, 12 to 16 ft.	46 00	1st & 2d quality. 9 to 11 ft.	33 00
2d	36 00@37 00	7 & 8 ft.	34 00
3d	27 00	3d quality, 11 ft. & under	22 00
4th (selected common)	22 00	4th	18 00

Canada (Quebec) Spruce—1 and 1¼ in. 4 to 10 in. D 2 S and M.

Clear, 10 to 16 ft	32 00	No 2. 10 to 16 ft.	15 00@16 00
No. 1	22 00		

Above prices delivered on a rate of $30 per car load.

Ottawa, Ont.

OTTAWA, Dec. 31st, 1889.

Pine, 1st qual., ₱ M.	$35 00@40 00	Oak	$40 00@100 00
" 2nd "	22 00 25 00	Walnut	60 00 100 00
" shipping culls	14 00 16 00	Cherry	60 00 80 00
" 4th qual. deals	10 00 12 00	Butternut	22 00 40 00
" mill culls	8 00 10 00	Birch	15 00 25 00
Spruce, ₱ M.	10 00 12 00	Maple, hard.	20 00 21 00
Hemlock	9 00 17 00	Laths	1 80 1 90
Ash	13 00 18 00	Shingles.	1 50 3 00
Bass	12 00 20 00	" cedar	1 50 3 00

Hamilton, Ont.

HAMILTON, Dec. 31st, 1889.

Mill cull boards and scantlings	$ 9 00@10 00	Dressing stocks	$16 00 18 00
Shipping cull boards promiscuous widths.	10 00 12 00	1¼ flooring, rough	16 00 18 00
Shipping cull stocks.	14 00	1½ flooring, rough	16 00 18 00
Scantling and joist up to 16 feet	14 00	1¼ flooring, dressed	25 00
do up to 18 feet	15 50	1½ flooring, dressed	32 00
do up to 20 feet	16 00	1 flooring, dressed	21 50 23 00
do up to 22 feet	17 00	Beaded sheeting 1	25 00 30 00
do up to 24 feet	18 00	Picks, Am inspection	32 00 34 00
do up to 26 feet	19 00	Three uppers Am. In.	40 00
do up to 28 feet	20 00	XXX sawn shingles	2 60 2 70
do up to 30 feet	21 00	Sawn Lath	2 25
Cutting up plank 1¼ and thicker dry	20 00 25 00	Red Oak	20 00 25 00
Cutting up boards	20 00	White Oak	25 00 30 00
		Basswood No. 1. & 2.	16 00 20 00
		Cherry No. 1 & 2	60 00 70 00
		White Ash No. 1 & 2.	25 00 35 00
		Black Ash No. 1 & 2.	20 00 30 00

Boston, Mass.

BOSTON, Dec. 27th, 1889.

Trade is better than we had any reason to hope for at this time of the year; orders keep coming in, and with most dealers business is fairly good. Spruce and coarse building stock are exceptionally active and prices are firm, with a prospect of an advance. There is no surplus stock on the market, and whatever comes in is readily sold. Pine box boards are abundant, with a very meagre demand. In western pine the trade is regular, and fairly satisfactory in the city, but not active. Prices are fully maintained. Clapboards are very saleable at full prices, and the demand for shingles has been fairly good.

Walnut is scarce and in good demand. Good inch brings $90 to $100. Walnut culls are in fair demand at $38 to $40. Quartered oak is very saleable, and good lots bring readily $50 to $52. Common grade boards are selling at $30 to $34.

Western Pine—by car load.

Uppers, 1 in	$48 00@50 00	Fine com., 3 & 4 in	42 00@46 00
1¼, 1½ & 2 in	48 00 50 00	No 2, 1 in. Fine com.	28 00 30 00
3 & 4 in	55 00 60 00	1¼, 1½ & 2 in	29 00 31 00
Selects, 1 in	43 00 43 00	No. 1 strips, 4 to 6 in	40 00 43 00
1¼, 1½ & 2in	43 00 44 00	No. 2	35 00 37 00
3 & 4 in	45 00 50 00	No. 3	24 00 26 00
Moulding boards, 7 to 11 inch clear	36 00 38 00	Cut ups, 1 to 2 in	24 00 30 00
60 per cent clear	34 00 36 00	Coffin boards	19 00 22 00
Fine common 1 inch	37 00 42 00	Common all widths	22 00 26 00
1¼, 1½ & 2 inch	48 00 40 00	Shipping culls	15 00 15 50

Eastern Pine—Cargo or Car Load.

Nos. 1, 2 & 3	40 00@43 00	Clapboards, 4 ft., sap clear	40 00 45 00
4	28 00 30 00	Sap, 2nd clear	33 00 35 00
5	23 00 26 00	Heart extra	50 00 55 00
Ship'g bds & coarse	16 00 16 50	Heart clear	45 00 50 00
Refuse	12 00 13 50	Bevel siding 6in, clear	23 00 34 00
West'rn pine clapbds 4 ft. sap extra	45 00 50 00		

Spruce—by Cargo.

Scantling and plank, random cargoes	13 00@14 50	Coarse, rough	10 00 11 50
Yard orders, ordinary sizes	14 50 15 00	Hemlock bds., rough	10 00 11 00
Yard orders, extra sizes	15 00 16 00	" " dressed	12 00 12 50
Clear floor boards	19 00 20 00	Clapbds., extra, 4 ft.	34 00
No. 2	16 00 17 00	Clear, 4 ft.	30 00
		Second clear	25 00
		No. 1	10 00 14 00

Lath.

Spruce by cargo	2 00@2 15

Shingles.

Spruce	1 25@1 50	Cedar, sawed, extra	3 25 3 50
Pine, 18 in. extra	4 00 4 25	Clear	3 00
Pine, No. 1	3 00 3 15	Extra, No. 1	2 50
		Cypress. No. 1, 18 in.	5 00

Vancouver and New Westminster, B.C.

NEW WESTMINSTER, Dec. 31st, 1889.

Car load and ship rates according to assortment. Bridge and Wharf Plank and Timber.

10 to 40 ft. long, per M, net	$11 00
41 to 70 ft. " " "	$12 00@15 00
Rough lumber, building material	11 00
" " Sized	12 50
" " Fir, Clear	17 50
" " Cedar, Bench or Selects	25 00
" " " " D. D	30 00

1 in, 1¼ 1½x6 in.

T. & G. Edge, Grain and Dry	27 50
" " " Green	25 00
No. 1, Dry	22 50
" 1, Green	20 00
" 2, Dry	20 00
" 2, Green	17 50
Cut to length, extra per M	2 50
D. Dressed	2 50

1 in, 1¼ 1½x4 in.

Edge Grain, Dry	27 50
" " Green	25 00
T. & G. Edge Grain, Dry	25 00
No. 1, Dry	25 00
" 1, Green	22 50
" 2, Dry	20 00
" 2, Green	17 50
S. S. Planks for scows	17 50
D. D. cedar. verandah cover. any length	45 00
" " " " cut to length	50 00
Shingles	2 50
Lath	2 25
D. D. clear Cedar	40 00@60 00
Pickets, rough	11 00

Five per cent. off above prices for cash with the order.
Delivery on scow to mouth of river.

20 M ft. and over	75c. per M. ft
10 to 20 M ft.	$1.00 " "
Under 10 M ft.	1.25 " "

Albany, N. Y.

ALBANY, N.Y., Dec. 28th, 1889.

The stock on hand at this point, consisting of all grades of pine, spruce, hemlock, and the different varieties of hardwoods, is in splendid assortment. Prices have not changed any since the close of navigation, and in all probability they will remain as they are for several months. The spruce and hemlock dealers are not crowded with orders for future shipment, but an increased demand is expected in January, not only for spruce and hemlock but also for pine.

The tidewater receipts at Albany for the month ending November 30th are as follows: Boards and scantlings, 41,096,441 feet; shingles, 360,000. This makes a total in round numbers, of 300,000,000 feet of lumber received in this market by water alone during the season of navigation on the canals.

Hemlock.

Boards, 10 in. each	13½	Joist. 2½x4, each	13
Joist, 4x6	33	Wall strips, 2x4	10

Pine.

2½ in. and up, good.	$54 00@56 00	10 in boards dressing and better	$28 00@34 00
4ths	49 00 51 00	Common	15 00 20 00
Selects	44 00 46 00	12 in. boards dressing and better	29 00 36 00
Pickings	39 00 41 00	Common	15 00 22 00
1 to 2 in., good	48 00 50 00	1¼ in. siding, selected	40 00 45 00
4ths	43 00 45 00	13 ft	15 00 20 00
Selects	38 00 40 00	Common	38 00 42 00
Pickings	33 00 35 00	1 in. siding selected	13 00 18 00
1 in. good	50 00 55 00	Common	22 00 25 00
4ths	45 00 48 00	Norway, selected	15 00
Selects	40 00 43 00	Common	12 00
Pickings	35 00 38 00	10 in. plk. 13 ft. dressing and better, each	42@50
Cutting up, 1 to 2 in.	25 00 28 00	Culls	22 25
Bracket plank	32 00 36 00	10 in. boards, 13 ft., dress,& better each	28 33
Shelving boards, 12 in. and up	26 00 32 00	Culls	17 21
Dressing bds. narrow	20 00 22 00		
Sapping boards	16 00 18 00		
Box boards	14 00 16 00		

Shingles and Lath.

Shingles, shaved pine	6 50	Shingles, cedar mixed	2 75 3 00
2d quality	5 00	Hemlock	
Sawed, extra	4 30 4 40	Lath, pine	2 00
Sawed, clear butts	3 00 3 30	Spruce	2 00
Cedar, XXX	4 00 4 20	Hemlock	1 75

St. John, N. B.

ST. JOHN, Dec. 31st, 1889.

Deals, Boards, Scantling, etc.

Spruce deals	$12 00	Spruce boards	12 00
Pine "	15 00	Pine "	12 00@40 00
Deal ends	6 00	Oak "	40 00
Scantling	10 00	Ash "	15 00@25 00
		Hemlock "	7 50

Shingles.

Spruce, extra	$3 50	No. 1	1 25
" clear	3 00	Pine	1 25
" No. 1 extra	2 25		

Clapboards.

Pine, extra	35 00	Spruce, extra	24 00
" clears	45 00	" clears	23 00
" 2d clears	35 00	" No. 1	15 00
		" No. 2	10 00

Flooring, Dressed.

6 in., No. 1	12 00	4 in., No. 1	12 00
" No. 2	10 00	" No. 2	10 00

Miscellaneous.

Staves	3 00@ 4 50	Laths	1 80
Heading 17 in. per pr.	04	Pickets	6 50@15 00
" 18 in.	04½ 05½	Railway ties	
" 22 in.	04½ 06		

Oswego, N. Y.

OSWEGO, Dec, 31st, 1889.

Three uppers, 1¼, 1½ & 2 inch	$45 00@46 00
Pickings, 1¼, 1½ & 2 in.	35 00 36 00
No. 1 cutting up, 1¼, 1½ & 2in.	31 00 32 00
No. 2 cutting up. 1¼, 1½ & 2in.	22 00 22 00
1 in strips, 4 to 8 wide, selected for moulding strips, 14 to 16 ft.	31 00 33 00
1x6 selected for clapboards.	32 00 34 00

Sidig.

1 in siding, cutting up piks & uppers	32 00@39 00	1¼ in selected	35 00@42 00
		1¼ in dressing	17 00 19 00
1 in dressing	19 00@21 00	1¼ in No. 1 culls	15 00 16 00
1 in No. 1 culls	15 00@16 00	1¼ in No. 2 culls	13 00 14 00
1 in No. 2 culls	13 00@14 00	1¼ in No. 3 culls	9 50 10 00

1x12 Inch.

12 & 16 ft, mill run	20 00 23 00
10 & 16 ft, No. 1 &2, barn boards	17 00 18 00
12 & 16 ft, dressing and better	26 00 30 00
12 & 16 ft, No 2 culls	15 00

1x10 Inch.

12 & 13 ft, mill run, mill culls out	20 00 22 00
12 & 13 ft, dressing and better	25 00 27 00
12 & 13 ft, No 1 culls	16 00 17 00
12 & 13 ft, No 2 culls	14 00 15 00
14 to 16 ft, mill run mill culls out	20 00 22 00
14 to 16 ft, dressing and better	25 00 27 00
14 to 16 ft, No. 1 culls	16 00 17 00
14 to 16 ft, No. 2 culls	14 00 15 00
10 to 13 ft, No. 3 culls	9 50 10 00

1 1-4x10 Inches.

Mill run, mill culls out	20 00@23 00	No. 1 culls	16 00@17 00
Dressing and better	25 00 30 00	No. 2 culls	14 00 15 00

1x4 Inches.

Mill run, mill culls out	19 00@21 00	No. 1 culls	13 00@14 00
Dressing and better	23 00 27 00	No. 2 culls	11 00 12 00

1x5 Inches.

6 7 or 8, mill run, mill culls out	19 00@21 00	6, 7 or 8, No. 1 culls	15 00@16 00
6, 7 or 8, drsg & better	24 00 28 00	6, 7 or 8, No. 2 culls	13 00 14 00

Shingles.

XXX, 18 in pine	3 80@ 4 00	XXX, 18 in cedar	3 40@3 75
Clear butts, pine, 18 in.	2 80 3 00	Clear butt. 18 in cedar.,	2 40 2 75
XXX, 16 in pine	3 10 3 20	XX, 18 in cedar	2 10 2 40
Stocks cedars, 5 or 6 in.	5 50		

Pickets.

No. 1, 1¼x1¼	14 00 15 00	No. 2, 1x3	9 00 10 00
No. 1, 1x3	18 00 20 00		

Lath.

No. 1. 1¼	1 90	No. 2, 1 1-4	1 80
No. 1 -4	1 90		

New York City.

NEW YORK, Dec. 28th, 1889.

The holiday season being on, trade, as a natural consequence, is dull, but an improved business is confidently looked for. Everything indicates that quartered Oak will be in active demand during the coming year, also that first-class stock will command good prices. Plain Oak is slow and the price is fairly steady. Cherry is in moderate demand, and with a light supply holders are enabled to keep the price at a high figure.

Outside of the export trade, the demand for walnut is small; it is selling at $100 to $110 per M. There is an increased demand for balusters in walnut, ash and cherry, but such stock should be sold and shipped only on order. The log market is dull and the stock on hand is more than ample to meet the ready call. Generally speaking, the export trade is in good shape for this season of the year, and the record of shipments to date shows a satisfactory gain over last year. Prices are still firm.

Black Walnut.

5/8 in. clear	$73 00@82 00		Culls, 1 inch	$35 00@	36 00
1 and 1¼ inches	93 00	95 00	Culls, thick	36 00	38 00
1½ and thicker	100 00	110 00	Counter tops, 18 in. and over	110 00	150 00
Rejects	50 00	52 00			

Poplar, or White Wood.

1st & 2nd, 1 in. 10 inches and over	23 00@93 00		1 inch, 8 in. and over	30 00	31 50
¾ in. coffin boards	29 00	30 00	2½ and thicker	33 50	34 50
1 inch, 10 inch and over	31 50	32 00	Common 1 to 2 in	23 00	24 00
			Saps, 1 inch & thicker	25 00	27 00
			Culls, all thickness	16 00	17 00

Ash.

1st & 2nd, 1 to 2 in.	39 00@	40 00	Strips clear	26 00@	27 00
Thicker	40 00	43 00	Black ash, good	26 00	30 00
Balusters, 1¾x1¾ to 3x3	23 00	25 00	Black ash, culls	10 00	12 00

Oak.

1 inch plain sawed	36 00@	38 00	5 inches and over	49 00@	50 00
1¼ to 2 inch	38 00	39 00	Thicker	51 00	53 00
Thicker	40 00	41 00	Strips under 6 in.	38 00	40 00
Quarter-sawed, white, all clear, 6-			Dimension cut size	23 00	25 00

Cherry

1 inch	78 00@	80 00	2½ and thicker	90 00@	100 00
1 inch strips	43 00	45 00	Counter tops, 18 in. and over	110 00	115 00
1¼ to 2 inch	80 00	85 00	Culls, all thickness	18 00	19 00

Miscellaneous.

Chestnut, clear	33 00@	35 00	Hickery, old growth	50 00	55 00
Chestnut common	20 00	22 00	Hickery, 2nd growth	65 00	70 00
Basswood white	30 00	32 00	Elm	20 00	22 00
Basswood common	21 00	23 00	Sycamore	24 00	27 00
Maple, clear	30 00	32 00	Sycamore quartered	35 00	40 00
Birch, clear	32 00	35 00	Gum	36 00	40 00
Birch, 1s and 2s	26 00	30 00	Butternut	45 00	50 00
Cottonwood	21 00	22 00	Sycamore dressed flg	24 00	25 00

Buffalo and Tonawanda, N. Y.

BUFFALO, Dec. 28th, 1889.

The lumber trade here for the past season has, in the main, been eminently satisfactory. Business is quiet now and will remain so until after the holidays. Failures in this business have been few and far between this year, being less than in previous years.

The receipts of lumber at Tonawanda this year exceed those last year by 117,340,000 feet, showing a remarkable increase, with a decrease of receipts at this point from the Saginaw Valley, a more thon equal gain has been made in receipts from the Georgian Bay district, from Menominee, Ashland, Manistique, and Duluth. The growth of the shingle trade is proportionately large, and the total number of shingles handled at this point is enormous. The aggregate quantities of forest products received at Tonawanda this season by lake and rail, taken from custom house and railroad authorities, are as follows: Lumber, feet, 701,265,200; shingles, pieces, 68,712,000; lath, pieces, 11,500,000; pickets, pieces, 9,664; posts, 5,700; timber, feet, about 55,500,000.

Norway

Clear, 1 to 2 in. all width	23 00		Common, 1 to 2 in. all widths	12 50@	15 00
Dressing, 1 to 2 in. all widths	16 00@	20 00	4x4, 5x5, 6x6 turning		22 00
			4x4, 5x5, 6x6 common		16 00

White Pine.

Up'rs, 1 to 4 in. 10 in	$45 00@	55 00	No. 2 cuts, 1 to 2 in and thicker	$20 00@	24 00
Sl'cts & Picks, 1 to 4 in	38 00	45 00	Dressing, 1 to 2 in	22 00	27 00
Fine common, 1 to 2 in. and thicker	33 00	39 00	Common, 1 to 2 in	14 00	17 00
No. 1 cuts, 1 to 2 in and thicker	27 00	39 00	No. 1 barn, 7 to 12 in	18 50	20 50
Mold strips, 1 to 2 in	27 00	33 00	No. 2 barn, 7 to 12 in	16 50	17 50
			Mill culls, 1 to 2 in	9 00	10 00

Shingles

XXX, 18-in, sawed	3 70	Thick cut (trade mark) 16 in per square	2 50
XX, 18-in, sawed clear butts	2 70	XXX cut	2 25
X, 18-in, sawed	1 80	XXX cut	1 10
XXX, 16-in "	3 40	X cut	50
XX, 16-in " clear butts	2 40	No 2 cut	90
No. 2, 16-in "	90	Short cut	1 25
Thick cut	3 20	Square end, per thousand	5 00
XXX cut	3 00	Octagon or pointed end	5 25
X cut	1 50	Scalloped or round end	5 25
No. 2 cut	65	Other shapes made to order	5 25

Saginaw, Mich.

EAST SAGINAW, Dec. 28th, 1889.

Prices have not changed since the close of navigation, and as there will be no buying of consequence, except for the yard trade, until after the holidays, there is no reason for any change in prices for the purpose of inviting trade. Shipping culls are quotable $8.50 to $9; $17 to $19 for common, and $36 to $38 for uppers under inspection. Box is held at $10.50 and Norway bill stuff at $8.50 for ordinary lengths. Under straight measure lumber can be had at $13 and upwards. Shingles are slow, and but little inquiry at present at $2 for clear butts, and $3 to $3.25 for XXX.

CARGO LOTS.

Uppers	36 00@38 00	Norway	8 50@10 00
Common	16 00 21 00	Box	11 00 11 50
Shipping Culls	9 00 11 00	Straight measure	12 50 20 00
Mill Culls		Hemlock	7 50 8 00

YARD QUOTATIONS CAR LOTS DRY.

Siding.

Clear, 1½ in	23 00	C, 1½ in	17 00
5/8 in	46 00	5/8 in	30 00
Select, 1½ in	20 00	No. 1, ½ in	12 00
5/8 in	39 00	5/8 in	19 00

Finishing Lumber rough.

Three uppers, 1 in.	42 00@44 00	Fine common, 1 in.	32 00
1¼ & 1½ in	44 00 46 00	1¼ & 2 in.	33 00
Selects, 1 in.	36 00 37 00	C, 7, 8 & 9 in.	25 00
1¼ & 2 in.	38 00		

Joist, Scantling and Timber.

12 to 18 feet	10 00	22 & 24 feet	13 00
20 feet	11 00		

Plank and timber, 12 inches wide, $1 extra.

Lath, Shingles and Pickets.

Lath, No. 1 white pine	1 50	XXX	2 25
" No. 2 " Norway	1 00	XX	1 75
Shingles, 18 in climax	3 50	P'kts, 2 to 2½ in rough	15 00
XXX "	3 25	Dressed	20 00
XX climax	2 50	1¼ in. square, rough	18 00
18 X 4 in, c. b.	1 50	Dressed	25 00

HOME AND FOREIGN TRADE REVIEW.

Office of CANADA LUMBERMAN,
Dec. 28th, 1889.

There is virtually nothing new to report regarding either the wholesale or retail trade in the Queen City. The month of December is usually quiet in lumber circles, as the approaching holiday season casts its shadow before, and both buyer and seller await, Micawber-like, for the new year to turn up before making new contracts. So far as can be learned, however, the principal handlers of lumber are fully satisfied with the business of the year, and have sanguine expectations that the advent of 1890 will bring a satisfactory renewal. The one great difficulty under which the trade of this city has been hampered, viz: the scarcity of cars on the Grand Trunk system, has, we are pleased to note, been partially remedied through the falling off of trade, and an extra effort on the part of the railway authorities. It is hoped that the improvements in the matter referred to will not be temporary but of a permanent character, as one and all of the lumbermen have suffered severe losses through the want of transportation facilities more or less for years. The Grand Trunk Company have carried out another good move in making an allottment to the principal wholesale dealers of space in the Northern yard, which will greatly facilitate the rapid unloading of lumber. The new schedule of freight rates seems to be much appreciated by the lumber trade in general.

There is very little doing in trade in the Ottawa Valley, and but limited operations in the woods, owing to the unseasonable weather and heavy stock of logs. The heavy fires of the last two years have led to an accumulation of timber which had to be cut to save it, and which, coupled with the exemption from forest fires the past season, enables operators to make their operations only equal to the necessities of the coming season. There is no snow in the woods; the swamps are full of water but not frozen enough to carry, which retards logging operations materially. Building throughout Eastern Ontario has continued right along owing to the mild weather. It is too early to predict the future of lumber prices, but the exceedingly low price of all farm products, both here and in the States, very naturally decreases the purchasing power of that channel of demand, There is nothing that we can see as yet to warrant any hope of improvement in the trade until the export season opens in the spring.

The lumber output from Georgian bay by boat has been about equal to last year, and the vessels engaged in that business have made a very fair season. Rates have been steady during the season, at $1.75 to Buffalo and Tonawanda. They opened at $2 and closed at $2.50. Trade from the Georgian bay mills to Collingwood, Midland, Owen Sound and Wairton fell off, and rates were lower. Lighter local requirements caused the decreased business. Up cargoes of coal to Owen Sound, principally for the C. P. R., showed no increase. The tie trade from Georgian bay to Canadian points about held its own, but there was a large falling off in shipments to points on Lake Michigan. This would make the total tie output smaller. Shipments of posts, too, which have been very large in other years, were practically nothing. For ties the rate was around 7c. this year, and for posts 5 to 5½c. was being paid. Last year's rates on ties ranged between 8 and 9c. In square timber between Georgian bay and Collins' bay and Garden island, a good business has been done, with rates from 55 to 60c. per thousand cubic feet.

FOREIGN.

Trade at Liverpool shows some symptoms of the usual slackening up with the approach of the end of the year, yet there is a good consumption going on, and from outside indications the stocks are not likely to be too large. Recent arrivals have been very small, and the imports from Quebec for the season having been completed, it was expected that purchasing on contract for next year would soon commence, although from recent advices we learn that Quebec merchants have not yet put in appearance for that purpose. It is said that prices will be very high and quite equal to, if not higher, than last year.

Messrs. Farnworth & Jardine in their wood circular of recent date report:

The arrivals from British North America during the past month has been 44 vessels, 33,579 tons, against 48 vessels, 28,827 tons, during the corresponding month last year, and the aggregate tonnage to this date from all places during the years 1887, 1888 and 1889 has been 358,195, 381,252 and 501,688 tons respectively.

Imports of most articles have again been in excess of the requirements of the trade, and although the deliveries have also been large there has been little animation, and values have been with difficulty maintained. Stocks are all ample, and in some instances too heavy.

Canadian Woods, Quebec.—Yellow pine timber: Both Waney and Square have arrived too freely, the former has moved off fairly well and maintains its value; the latter has been almost neglected and prices are easier; stocks of both are too heavy. Red Pine has been in fair demand; there is no change in value and the stock is sufficient. Oak: 1st class wood has gone freely into consumption at full prices, but inferior quality is only saleable at very low rates. Of United States wood the stock is still too heavy. Oak planks have come forward very freely; there is more enquiry, but prices still rule low; the stock is ample. Elm has been in fair demand; the stock is heavy and prices rather easier. Ash has been enquired for, and prices are steady. Pine Deals have been imported more moderately; the deliveries have been satisfactory, but the stock is still too heavy; there is no change in values. Spruce has arrived too freely. but has chiefly been on contract.

At London there continues to be an active inquiry for really good American black walnut logs, recent arrivals having been for the most part of a very poor quality, in consequence of which prices have ruled low In American whitewood there has not been much doing, and the same may be said of logs. Extensive stocks are being held by the dock dealers. There is not much doing in oak, except in the case of lumber, for which there is a good demand. The moderate landed stocks of Canadian Yellow Pine, Oak and Elm are gradually finding their way into consumption at remunerative prices, and seeing that an advance on last season's prices is confidently demanded in Quebec for next spring shipments, holders here are in a strong position.

Deliveries of Fir timber have been on a fairly large scale; but abundant stocks prevent any recovery i values, except for long averages of good squares; these latter are very firm, but short parcels of mauerlatten dimensions move slowly and at lower rates.

The business of the past month has been of a moderate though sound character. Consumers seem fairly well stocked, and cannot now be expected to buy very actively before the new year.

The November Board of Trade returns are accounted very satisfactory, and fully corroborative of the revival of trade that has set in. Both imports and exports show a higher rate of improvement than has been recorded in any previous month in the year. The figures are: Imports £41,303,409, increase £6,079,474; exports £22,186,255, increase £2,386,575; re-exports £5,290,808, increase £493,288. The totals for the eleven months of the year are: Imports £389,245,896, increase £40,460,495; exports £227,188,606, increase £12,223,878; re-exports £59,131,921, decrease £346,733. The statistics which relate to the importation of wood show that during November the imports were 178,707 loads hewn timber and 453,980 loads of sawn wood, as compared with 179,471 loads, and 453,783 loads respectively in November, 1888, a decrease in hewn timber of 764 loads, and in sawn goods the small increase of 197 loads. Although there is a decrease iu the quantity of hewn timber timber imported, there is yet an increase in the declared value amounting to £101,045, and in sawn timber an increased declared value amounting to £124,557 although the increase as stated is only 197 loads. The respective declared values of hewn and sawn goods imported in November last are £521,098 and £1,175,095.

CORRESPONDENCE.

HARDWOOD CULLS.

To the Editor of the Lumberman.

DEAR SIR.—I was pleased to notice Messrs. McKechnie Bros'. letter in your last issue on the above subject. I trust you will take the matter up, and endeavor to give us some information as to what disposition we can make of the lower grades of hardwood. This place (Hepworth) is surrounded by a lot of fine hardwood, but every year our mill yards are so encumbered with hardwood culls and common for which we can find no sale, that there is neither pleasure nor profit in the manufacture of hardwood. What we want here is some wood-working industry that will use hardwood in the manufacture of small wares, such as chair stock, shoe lasts or something of that kind.

We also have a serious grievance in the matter of freights. Under the present system of weighing lumber, and charging so much per 100 lbs., the lumberman or consignee, can never tell how much his lumber is going to cost at destination till he pays his freight, which, by the way, varies on green hemlock all the way from three and a half pounds to six pounds per foot, according to the condition (I judge of the scales, or whether the lumber has encountered a rainstorm after loading). The cordwood dealer, can ship his wood at so much per cord, and why not the lumberman ship his lumber at so much per M? What would the Grand Trunk Co. think if they were asked to buy their lumber at so much per pound instead of by the M. ft. I have repeatedly brought the matter before the notice of the traffic department of the Grand Trunk Co., but so far I have received no satisfaction, and I do not expect to until united action is decided upon and energetically carried out by the lumber manufacturers and dealers.

Trusting that you will in future endeavor to give your readers an occasional pointer as to the marketing of hardwood lumber and hardwood culls.

I am, yours truly

J. E. MURPHY.

SAWDUST.

PORT CARLING, Ont., Dec. 2nd, 1889.

Editor Canada Lumberman.

Having noticed several articles in your paper hinting at the discrimination of the Minister of Marine and Fisheries in dealing with parties who put sawdust in the rivers, I would like to ask you, who I should think would be well informed in the matter, if the said minister deals with parties of all shades of politics alike in this matter—if he shields his friends and punishes his foes?

The reason I ask the above question is because some time ago I received a very sharp notice respecting the depositing of mill refuse in the river on which my mill is situated, and my neighbor, a very rank Dominion ministerial man, with a mill on the same river, informed me, on inquiry, that he had not received any notice to the same effect from that quarter.

The tory miller, who says he received no notice *re* deposits, has been in the habit of putting refuse in the water for years, without booming, to keep floating stuff from going about the river, while I, *only a grit*, who puts nothing in the river, except on my own deeded property, (and that well boomed to keep any floating material secure), am singled out and frowned upon by his Honor as though I committed an offence against the law.

I wish to state that in my opinion the Minister is not well informed in this matter, and that he apparently does not take the pains to get possession of the facts as they are, or else he would not make such errors in pouncing upon parties who are not in the least guilty of his insinuations.

I wish to state further that I enquired of another miller a few miles from my place on the lake, who for years has put refuse, more or less, in the water, and with the same result, he had received no notice. I do not know what this latter party's politics are for the Dominion, but he votes for the opposition in the Local House.

I would be very much pleased if the Minister would inform me through your paper where he gets his information, if he gets any, and why he is so ready to act without inquiring into the truth of reports.

I know there are a certain class of "cranks" who are always ready to strain a point to air their official knowledge, or in other words their knowledge of officials, and perhaps the Minister in question is bored with such; be this as it may I trust I shall hear no more *re* refuse until I start to deposit it in the river, which, according to present conveniencies, will not be for years to come.

I trust that you will not be led by the above to think that it is my opinion that the Minister really deals with different shades of political parties with favor, that is not my opinion, but it looks very strange and I ask the question to get right on the matter and to have the "mist" cleared away.

I wish, in conclusion, to refer to another matter. It is advisable that you give *sizes and lengths* into which to cut red and black oak, black ash, basswood, maple, hard and soft birch, with prices for same in the different markets.

Information of the above would be very beneficial to quite a number of millers in Ontario who are located where pine is getting scarce and the above timbers are in a measure plentiful. It may not be possible to give all the sizes and lengths required but you could give the standards, and might include birch and hemlock in the same. I notice you quote hard woods but give no sizes for our markets.

The CANADA LUMBERMAN in my opinion is well worth the name and in many points very interesting; in many points very valuable for the information it furnishes in regard to markets, &c. It is well worth the subscription price.

JOSEPH S. WALLIS.

MADAWASKA, N.B., Dec. 1889.

Editor Canada Lumberman.

Our logging operations are being pushed to their fullest extent, and in back settlements some small families have moved into the logging shanties; but owing to the fact that our spruce is becoming scarcer every year, I am inclined to the belief that there will be a falling off in our output of fully 20%. It will have to be a very favorable winter if the output comes up to last winter's operations.

The Dominion Government is doing very wrong in allowing our small growth of spruce to be slaughtered for piling, and then exempt it from export duty, as it offers a premium to denude our forests and damn their future growth and the lumber trade. Generally, men who are appointed to look after the interest of the public domain, are so filled up with self-esteem that they imagine it is their infallibility which placed them in the position which they occupy.

The Ward steam mill, above Grand Falls railroad bridge, is likely to be idle, which is quite a drawback to the county.

The Vanburn Shingle Company are preparing to do a heavy business, and only for the lumber taken from our side yearly, to be manufactured on the other side of the line, they would have to stand still.

P. O. BYRAM.

THE LATE HENRY F. BRONSON.

Henry F. Bronson, president of the Bronson-Weston Lumber Company, the pioneer lumberman of the Ottawa Valley, and one of Ottawa's oldest and most respected citizens, died suddenly at his residence in Ottawa, on Dec. 7th. The immediate cause of his demise was apoplexy. Mr. Bronson, like many of Ottawa's leading lumbermen, was an American by birth. He was born at Glen's Falls, New York, in February 1817, and came to Canada in 1852, with Mr. John J. Harris, the original firm being Harris & Bronson. Mr. Bronson was the first to secure water power privileges and establish saw mills at the Chaudiere, where Harris & Bronson erected their first mill, and in 1855 cut their first Canadian lumber. After 1855, Mr. Bronson remained uninterruptedly engaged in the lumber business in Ottawa. The firm until recently re-organized as the Bronson-Weston Lumber Company, was known as the Bronson & Weston, and was composed of Mr. Bronson, his son, Mr. E. H. Bronson, M. P. P., and Mr. Abijah Weston, of Painted Post, N. Y., also one of the most extensive lumbermen in the United States interested in the various branches of the trade at some ten different points in the States of Wisconsin, Michigan, New York and Vermont. The Ottawa firm, in connection with Mr. W. N. Greene and Mr. H. K. Weaver of Burlington, Vermont, and Mr. I. W. Dunham, of Albany, New York, also owned and operated at Burlington the second largest, and in many respects the finest mills, for the dressing and resawing of lumber in the New England States, and established a yard at Albany for the sale of lumber in the rough. Mr. Bronson married early in life, his bride being Miss Edith Pierce, of Bolton, N. Y., near Lake George, who survives him. Three sons, E. H., F. P., and W. G., are all in the firm at Ottawa, and one daughter is married to Ald. Levi Crannell. Mr. Bronson was a pillar of St. Andrew's church, and supported all Presbyterian institutions with which he had to do liberally. He was president of the Ottawa Ladies College company until it was recently turned over to the Presbyterian church. Mr. Bronson leaves a large estate, probably over a million dollars, although as his interests are scattered it is impossible to give any accurate figure. The lumber business will not be affected at all, as it is carried on by a joint stock company, and Mr. E.H. Bronson has been the managing director since its formation.

OILING—A TRUE STORY.

By Oxalis, in Wood-Worker.

"Give me the ile bottle, Mike, if ye plaze; its right forninst the posht beyent, and see if there's a dhrap of ile in it, if ye plaze."

"Divil a drap's in it, Pat, but I'll get ye the full of the bottle from the barril in the shed beyent if ye'll wait a minnit."

Pretty soon a long-necked bottle, holding a pint, held tenderly by Mike, came in from the shed "beyent," and the oiling began.

"Be gob, I think she'll not shquake the day, Mike; I'm giving her the divil this time," said Pat, as the oiling went on. Another bottle was filled from the shed "beyent" before the oiling was finished, and the oil holes were filled and refilled from the long-necked bottle that "shtood forninst the posht." A little of nearly a quart was in the oil holes and boxes, but by far the largest part was on the floor. And Pat had "given her the divil to keep her from shquaking the day."

A writer in this journal said, not long ago, "Use plenty of oil." Aye, there's the rub! The old Indian woman said too much whisky was just enough, and no doubt Pat thought so about the oil, and gave her the "divil to kape off the shquake." Oil is like a medicine, a prescribed amount is sufficient, no more and no less, but see the amount of oil is properly administered at the right time and the right way. Giving her the "divil" out of a bottle, may be like taking quinine out of a bottle for the ague, and before you get through you have something more than the ague.

Using oil indiscriminately is like going to the bank to pay a note, with a pocket full of money, which you throw down at random, and say "there's the money to cash that note." It takes only so many dollars and cents to pay the note and interest. There is this difference, however, the cashier would hand you back the balance, while too much oil is worse than wasted, for it goes on the floor, and if the place ever gets on fire it is so much the more sure of being destroyed.

Yes, use plenty of oil, just a plenty and not a drop more. If the boxes heat, it is either the fault of construction, or want of care, and it is better to fix the machine right than to waste oil on it.

The Dodge Wood Split Pulley.

The Dodge Wood Split Pulley Company, of Toronto, are in receipt of a letter from Mr. R. W. Leonard, chief engineer of the Engineering Department of the Cumberland Railway and Coal Company, Spring Hill, N. S., in which he says: "Your transmission has been working steadily for the past month, raising 300 tons of coal forty feet in ten hours, and turning a revolving coal screen at a distance of 870 feet from the engine. It gives entire satisfaction." Regarding this the Pulley Company say:

"This is one of the many satisfactory endorsements which we are receiving from men of high order in mechanics, after having tested the merits of our system for transmitting power. Here we have an illustration of a case where power is wanted at a distance of nearly 900 feet from the engine. Shafts are neither parallel nor in line, and to add to the difficulty four railway tracks intervene. By any other means we think it will be allowed this would appear to be a somewhat difficult as well as expensive undertaking, while as a matter of fact the drive was in operation at the colliery in twenty days from the day we received the order, and that it was highly satisfactory is proven by the unsolicited letter of approval of Engineer Leonard. We believe that there are numberless cases in the Dominion where fine power continually runs to waste for the simple reason that those who might avail themselves of it do not know how cheaply and simply such power might be conveyed to any distance where required."

THE timber trade is reported as being unusually active in Scotland. The London *Pall Mall Gazette* says that Clyde timber merchants report a very large consumption of timber. The quantity of pitch pine that is being used exceeds anything heretofore known. There is also a very extensive business in teak wood, and the great activity in the shipbuilding and other industries of the district is accepted as a guarantee that the prosperity in the timber trade will be prolonged.

SOMETHING ABOUT HARDWOODS.

THE LUMBERMAN has received numerous enquiries of late regarding the proper mode of manufacture, and the sizes in demand for hardwood lumber in the different markets. After careful research we have placed ourselves in a position to supply the information asked; and while the whole subject cannot be well covered in one article, we will content ourselves this month by dwelling briefly on the principal kinds of hard woods required for the Canadian and United States markets.

MAPLE—The size in demand for this class of wood in the Canadian market is principally one-inch stock, although sales can generally be effected for small quantities of 1¼-inch, which is used principally for flooring purposes, but which is rapidly being replaced by birch. In the United States market there is a good demand for 4, 3, 2½, 2, 1½, and 1 inch, planks and lumber. One inch especially calls for clear white stock. Thicker stock should always be manufactured from the largest and best logs, and good judgment exercised in proportioning other thicknesses. Maple from 2 inch thickness and up, should be 6 inches wide and up for Canadian, and 8 inches wide and up for United States market.

BIRCH—For the home market there is a demand for clear white, or one face clear white, 1 and 1½ inch principally. A good grade of mixed colors will generally find ready sale in Canada. Squares 4x4 and up is what is usually called for in the United States. The larger and better logs must be selected for squares, which must be perfect, no hearts or checks allowed. In the last-named market there is also a ready sale for 3 and 4 inch plank and 1½ inch boards. Great attention should be paid to color of Birch, which should be red or cherry color. Widths same as maple. In connection with this wood it is well to impress on the manufacturers the necessity of avoiding more than very medium stocks, as the market is inclined to be glutted with this particular wood.

BEECH—Demand very small. Used by a few firms only in the manufacture of tools, etc. The principal demand is for 1⅛ inch stock when dry, although other thicknesses are occasionally used.

ROCK ELM—Should be manufactured principally into 2, 3, and 4 inch stock, 8 inches up and wide, for U. S., and 6 inches and up wide for Canadian market. The home market frequently calls for 1½ inch in special widths, 9 inches and over for 12 feet lengths, and 6 inches and over for 14 and 16 feet lengths. Great care to be taken in piling and stripping.

SOFT ELM.—Thicknesses in constant demand 1 and 2 inch, with a preference for the former. Should be 6 inches and up wide for Canadian and 8 inches and up for American market. After cutting Soft Elm care should be taken to stock it down for a few weeks, and stick it up in one length as near as possible, which will greatly improve lumber and make it more saleable.

BASSWOOD—No one need be apprehensive of cutting too much Basswood. While there is a danger of overstocking in other classes of hard woods, Basswood, if properly manufactured, will find a ready sale, both in the Canadian and United States market. This class of lumber should be cut in winter while sap is in the log. If this is done stock will be white, and will bring at least $2 per M more than logs cut in the spring, which are inclined to be discolored. The most saleable thicknesses are 1 and 1¼ inch, the demand being much greater for the former. The widths for the Canadian and U.S. markets should be 6 inches and up. There is a constant demand for good white Basswood in the U. S., and a ready sale for common and cull Basswood in this country.

CHERRY—This very desirable class of wood is very scarce in this country, and consequently if grade is good will bring a good price. It should be manufactured into mixed thicknesses from 1 to 4 inches, and 4x4 squares and up, both for Canadian and United States markets.

HEMLOCK—There is great amount of Hemlock used, and too much cut into unsaleable sizes. Scantling and joisting is about all that is called for in this kind of wood. The sizes usually in demand for scantling is 2x4x10, the lengths especially in demand being 12, 14 and 16 feet, with as many 12 and 14 feet lengths as possible. Joisting should be cut into 2x6 and 8x10, 12 inches wide, and from 12 to 22 feet long. In a stock of say 500,000 about one-fifth should be 18 to 22 feet, with a small percentage of 24 to 26 feet lengths. Long lengths refer principally to 10 and 12 inch. Balance of stock to be cut into shorter lengths. Avoid manufacture of more than say 20 per cent. of total cut in 2x6, 2x8, 2x10, and 2x12 in 12 feet lengths. In cutting 10 feet logs to produce 2x4x10, always avoid the production of unsaleable sizes. 2x2 inch stock may often be ripped off, and will be found a saleable size for narrow partition work, bridging, etc. An important feature concerning Hemlock is in having it duly seasoned before shipping, as it effects a great saving in freight.

CEDAR—Demand very small. The market principally calls for 4x4, 4x6 and 4x8 inch, but it is not advisable to cut these sizes on speculation, but on order only, unless it be into 4x4 inch. There is usually a considerable call for good sound cedar 6x6 and 8x8 for turning purposes.

WHITE ASH—Should be cut to 3 and 4 inch stock. There is always a fair demand for good stock, at exceptionally good prices.

SYCAMORE—Should all be quarter-sawed.

OAK—White Oak, of good quality, will bring from $30 to $32 per M; and Red Oak from $24 to $26 per M. It is advisable to cut only the best class of logs obtainable in these woods.

While piling all kinds of hard woods great care should be taken in stripping lumber and trimming to proper lengths. Thickness should invariably be uniform throughout and plump. If cutting inch lumber be careful to leave about one-eighth inch for shrinkage and a proportionate amount for other thicknesses. To secure perfect lumber logs should be cut within a reasonable time, as they are liable to become dozey at ends after standing any length of time. A good idea is to paint the ends of all hard wood logs to prevent sun checks, moisture, etc.

Cherry rejects and culls, also Basswood culls, can easily be disposed of at fair prices; but it is more difficult to dispose of culls of other woods, the freight charges being too high to warrant their shipment. To avoid too many culls the best safe-guard is to buy only the best quality of logs, and not be over-anxious to manufacture too largely. The secret of avoiding culls is to manufacture only the higher grades of lumber.

In future articles on this subject other questions will be touched upon which it is hoped will be of benefit both to the manufacturer and dealer in all classes of hard woods. A hardwood inspection is now being prepared and will be submitted in the next regular issue of this journal.

HAMMERING SAWS.

By J. H. Miner

In hammering saws there are two distinct principles on which the saw should be treated. These consist of tension hammering and straightening. To those who are not well versed in the adjustment of saws, I will explain both the treatments and the effect throughout the life of a saw.

Many saw hammerers know so little about adjusting the tension of a saw that they are not aware of any other system than to hammer the saw always, in all conditions on the anvil, instead of using pad and copper or rawhide hammers. The result with saw on anvil is that it is stretched at every blow. There is a little rebound in the case of a lump, but it is never brought straight without distorting the tension. The saw in this manner is stretched when it only wanted straightening.

I recently had a saw shipped me to repair which had been repaired in New Orleans, and returned to party in worse condition than before. It had been hammered as described, and had been dealt such heavy blows that the steel in the plate was fractured at every blow, in some places almost penetrating the saw. I would hardly rank this party with the so-called saw hammerers; will refer to the man of some judgment and experience. He hammers the average way, regardless of the condition of the tension. If saws have several high places near centre, when he gets them down he then has to hammer the saw on the rim, as it is too open. I would ask why he did not use the cushion? Then when high places were brought level, the saw would not have been too open. But, says a critic, the saw was sprung and had to be hammered back in order to prevent these lumps from appearing or coming back so easily. Right here is what brings them back: The steel is stretched more here than anywhere else by the hammer, and is weak or open, and the first little mishap to the saw these lumps are out again more prominent than ever. Why? Because the steel was opened at that place by the hammering, and the least heat caused it to set out again. The more hammering, the worse the saw, and finally it has to be thrown aside and a new one put in its place.

So many men place themselves in the position of a first-class saw hammerer. They can hammer a saw once or twice, but take a high-speeded fast-feed saw, and it will soon show whether a man is master of the profession. A saw should run as well the last day it is run as the first where a man is employed to keep the saw up. The same is applicable with almost any machine, and because it is not new, looks old, &c., it is not to be considered so, as many do, but it should perform its work, day in and day out the same. This can only be done by watching the machine and keeping it in thorough order, making all necessary repairs before they make several others or possibly wreck the machine; little details are to be looked after. Small things, hardly worth noticing, soon grow larger, resulting in the destruction of property.

Saws have to be watched closely, and in fact have to be hammered often so as to always run the same. The best mills in the country hammer their saws nearly every time they are changed, and with such saws a man must be thoroughly competent. He must first equalize the tension by removing all tight and loose places, and he will have less lumps and twists to trouble him, besides the saw will stand heavier feed. When the saw wants adjusting to speed, the hammering must be on the anvil, blows light of the same force equal distances apart from rim to centre and on the circumference. When the tension is attained it will be found that there is but little unequal tension, as the work was done systematically and correct. This saw is always kept the same, accomplishing good work with but little hammering. Each time it is taken off it should be examined, and any little lump should be straightened back with the pad and soft hammer, and where a lump is suspected of coming back it should be marked, and if found so is a distortion of tension and must be removed. Space here will not allow an explanation of this.

On the other hand we will take a saw for a high speed and feed, hammered the ordinary way. All goes well until the saw appears with lumps. They are hammered as described, and the saw is soon full of tight and loose places, which can be put up with in lower capacity and speed, but the severe strain of fast saws will not allow this distortion, and the first-class hammerer as he thought he was can find out in his conceit that there is still something for him to learn. In nearly all mills can be seen good saws laid aside for the want of proper repairs, which have probably been hammered by evey saw hammerer that comes along, and the mill owner is finally forced to believe there is no improvement in hammering a saw; so he goes ahead with his old saw, trying in vain to overcome its peculiar antics.

AT a meeting of the dealers in spruce held Dec. 7, in the Assembly Rooms, Buffalo, N.Y., the following schedule of prices to govern the sale of spruce timber was agreed upon: All timber 9 inches and under, 23 feet or less long, not less than $20 per M feet. All timber 9 inches and under 24 feet and up long, not less than $22 per M feet. All timber 10 inches and up wide all lengths, and all square timber, not less than $22 per M feet. These prices go into effect on all sales and contracts made after December 20, and to continue until June 1, 1890, unless otherwise agreed at a called meeting at which not less than a majority of those present at the meeting now held shall be present. All timber sold for shipping purposes to be exempt from above restrictions.

THE NEWS.

ONTARIO.

—Wm. Black, owner of a planing mill at Toronto, has assigned.

—The sash and door factory at Leamington, formerly run by the late firm of J. E. Snider & Son, is again in full operation with J. E. Snider & Son as managers.

—Mr. John Bobier, of Ottawa, who recently purchased the Johnson saw mill property, has bought one of the finest limits on the Ottawa river. Mr. Bobier intends going into the lumber business extensively.

—The following lumber firms are employing men on their limits this winter: Messrs. J. R. Booth, Perley & Pattee, E. H. Bronson, Pierce & Co., Maclaren & Edwards, Canada Lumber Co., R. & J. Klock, Ross Bros., (Du Lievre,) Fraser, (Westmeath,) J. S. Bryson, Booth & Hale, Hawkesbury Lumber Company, David Moore Estate, Hurdman & Co. Of these, the last mentioned firm have the largest number of hands employed. There are also smaller gangs of men employed by Frank Murtagh, McLaughlin Bros., of Arnprior, and others. Among the limits worked are those situated on LeQuinze, Kippewa, Madawaska, Bonnechers, Petewawa, Coulonge, Black river, Sturgeon river, Veuve river, the Georgian Bay and the Gatineau, up which river Maclaren & Edwards have their men exclusively at work. Among the principal men, are :—Capt. W. O. MacKay, 1,500 men; D. Ranger, lumbermen's forwarders, who sent 1,400; Q. D. Chevrier, 1,200; and E. E. Lauzon, 1,380. Others have sent up from 100 to 600 men each.

QUEBEC.

—Mr. Pierre Charrette, of Gatineau Point, is lumbering this season on the Rouge River.

—Mr. James Burbank is building a Shingle mill at Massawippi. A saw mill is also in course of construction.

—Mr. A. Lumsden, who bought Eddy's limits on Gordon Creek is making some first class timber which will be rafted to Quebec as soon as navigation opens in the spring.

—Mr. E. B. Eddy's new pulp factory in Hull is about completed. It is estimated that when operations are in full blast ten tons of pulp will be turned out daily.

—About 40,000,000 feet of lumber will be taken out of the woods along the line of the Lake St. John railway this winter and brought to Quebec for export next spring.

—The steam saw mill at Gaspe was rented by Mr. Scott Lowndes during the first part of last year for the purpose of experimenting on sawing spool wood out of white birch. White birch is plentiful in the Gaspe district, but we have not heard of any proposed renewal of the experiment.

—Active preparations in the neighborhood of Sherbrooke, are being made for lumbering on a larger scale than usual, and a number of tie, birch, and pulp wood jobbers are establishing camps. The swamps are impassable, as yet there being very little frost in the woods. Hodge & Walley are purchasing large quantities of ties and lumber, which they are shipping South.

—The Gaspe Lumbering & Manufacturing Company, of Gaspe, turned out during the year a large quantity of shingles and boards, besides shipping cedar posts and railway ties. The mill shut down early in the season and was not able to supply all the lumber required by the petroleum works at Sandy Beach. The company have men in the woods and a bare wharf should be some encouragement for a heavier out-put of logs for next year's work.

—The Cookshire Mill Co's. lumbering establishment at Sawyerville, has closed for a short period. They have handled this summer over 100,000 feet of lumber daily, or more than fifteen million feet during the summer season, employing over three hundred men. A large amount of money has been invested in the most modern machinery required. The engine is a 250-horse power, Waterous make, with a fly wheel weighing five tons. They also have a small double cylinder engine of 16-horse power, running the principal board saw at the rate of 900 revolutions.

—Louis Dagenais has a contract for getting out logs near Kirwan's on the Madawaska. One of his choppers had the good fortune to kill a bear the other day, whilst at work in the woods. The man had felled his tree, left his axe at the stump and walked to the tree top, and on turning around, saw the head of a bear protruding from a hole. He did not say to himself as Artemus Ward did when Ward saw a snake's head out of a hole: "That hole belongs to that snake," and passed by on the other side. This man strode quickly for his axe and was just in time to deliver a telling blow on bruin's head when the animal was about half out of his winter's domicile. A second blow finished the brute, and the carcass was drawn to the shanty. It was very large and very fat.

NOVA SCOTIA.

—Mayor Jones, of Parrsboro, is promoting a big lumbering scheme.

—It is stated that in Cumberland county, there are 5,000 men and 1,000 horses hard at work in the woods.

—A correspondent from the Joggins, referring to the report that a large crowd of men were engaged in getting out piling for the new raft, says that Mr. Leary has no men in the woods yet, and that nothing is being done in connection with rafts. It is believed that no more rafts will be built.

—The lumbering manufacturing business in the county of Digby is being much revived, and as a result the crown lands are being eagerly sought after, and taken up by the millers of Weymouth and Bear River. The Meteghan River Lumber Company have a large crew of men in the woods at the lakes, building camps, and getting ready for logging. They contemplate putting in a large stock this winter.

NEW BRUNSWICK.

—Four or five million logs are being wintered in the Douglas booms, on the St. John River.

—The manufacture of spool wood is soon to be started at Newcastle, Miramichi, Mr. J. Cleveland being one of the chief promoters. The machine for doing the work will contain nine circular saws, so arranged that the wood can be easily cut to the various sizes required for making spools ½ inch to two inches in diameter.

—Dry and wet docks, estimated to cost $1,000,000 are to be constructed at St. John if the necessary subsidies therefor can be secured. The common council has, by a large majority, voted a subsidy of $10,000 a year for twenty years for the undertaking, and applications have been made to both the provincial and the Dominion Governments for similar subsidies.

—The lumber shipments of Miramichi to the United Kingdom Continent, and Australia for the past season, compared with those of 1888 are as follows:—

	1888.	1889.
Deals	65,523,288	95,030,953
Scantlings,	1,339,167	2,849,330
Ends,	3,045,806	5,663,005
Boards,	2,790,576	5,225,932
	73,298,837	108,769,220
Palings,	1,982,320	2,694,097
Birch timber, (tns)	416	513
Pine timber, (")	104	348
Shovel handles		12,000

The shipping engaged in 1888 were 118 vessels of 79,781 tons and, in 1889, 161 vessels of 115,320 tons.

—Mr. George McLeod's steam saw mill at Richibucto, recently erected, is about ready to be put into operation. This mill is claimed to be the finest of the kind in the Maritime Provinces. The main building is 128 feet long, 40 feet wide, the posts being 26 feet long; and there is a detached boiler house 40x27 feet. The smoke stack is 95 high, the flue being 5 feet diameter. There are three steel boilers, each 14 feet long and 5 feet diameter. There are two improved balanced slide valve engines. The furnaces are automatically fed with sawdust, carried from the mill by an endless chain. Its lumber cutting capacity is about 60,000 feet per day, and the shingle mill, which has not yet been placed, will have capacity to cut about 50,000 per day.

MANITOBA AND THE NORTHWEST.

—The C. P. R. will give contracts for cutting about 1,000,000 ties this winter.

—Over 1,000 men have been sent from Winnipeg into the woods this winter.

—Thompson & Armstrong, of Russel, are taking out 200,000 railway ties on Boggy Creek.

—E. J. Barclay, of Brandon, Man., has opened a branch lumber yard in the new Northern Pacific town of Wawanesa.

—A most destructive fire has passed over the Shell river, spruce limits burning immense quantities of valuable timber.

—McArthur & McRae have purchased the timber limits of the Birtle Lumber Company, and run the business there in future.

—Egan Bros., who have received a contract from the C. P. R. for cutting 20,000 railway ties, have sent fifty men to the bush. J. G. Dennison has a contract from the C. P. R. for cutting 10,000 ties.

—Messrs. Roberts & Crawford are about to build a saw and grist mill on Lake Dauphin. A McPherson & Co. are going to move their saw mill down into the same settlement the latter part of the winter, and will in the future drive their lumber down the Vermillion river from the mountain.

—Fourteen carloads of tamarac ties, imported by the Northern Pacific and Manitoba railway, and twelve carloads, owned by H. T. Drake, of St. Paul, have been seized at Winnipeg for undervaluation. The ties were entered at 16 cents each, while the evidence in the possession of the customs officials shows that 17 cents each was paid for them.

—A Manitoba lumberman who has explored the whole northern region states the government has lost three million dollars in timber dues alone since 1862 through fires set by Indians. He says one hundred million dollars would not cover the amount of timber destroyed by fire between Lake Dauphin and Lake Winnipeg. The Indians set the fires to drive game and signal friends.

—Application will be made to Parliament at its next session, for an act to incorporate the "Arden and Duck Mountain Railway Company." If the act is granted it will be a great boon to the settlers, as there are thousands of acres of the finest spruce, within sixty miles of a railroad. With railway facilities the best spruce lumber could be delivered in any part of the province at $12 a thousand, instead of paying as at present, $20 to $30 a thousand for lumber shipped from Ontario and British Columbia.

BRITISH COLUMBIA.

—It is reported that J. Valentine & Co. have sold the Selkirk shingle mill, at Revelstoke, to J. C. Steen and Frank Robinson, of Donald.

—Knight Bros., owners of the Popcum saw mill, Chilliwack, have had a very good season. They are still cutting about 90,000 feet per week, and expect to average 25,000 feet a day next season.

—E. Linnaker, of Victoria, is considering a plan to erect a sawmill on Colquitz stream. A site has been selected and the water power is considered sufficient, even though the natural flow is somewhat retarded by the Beaver lake dam. As there is plenty of timber in the neighborhood the venture ought to prove a financial success.

—A United States firm owning a large timber limit on Seymour Arm, is seriously considering the erection of a large saw mill at some point in the interior of British Columbia, on the line of the Canadian Pacific Raiway. The choice will likely be between Sicamous and Kamloops, if it is decided to erect the mill.

—The following clearances of lumber from British Columbia ports are reported: The Chilian bark President Balmasida, cleared from Vancouver with 858,060 feet of lumber from the Moodyville mill for Valparaiso. The bark Harry Morse, cleared from Vancouver for Sydney, N. S. W., with 964,000 feet of lumber, 12,000 staves and 147,140 lath from Moodyville.

—The *Colonist*, of Victoria, says: Preparations are in progress for the erection of two saw mills on the south shore of Burrard Inlet, near the entrance to Port Moody harbor. Mr. Butchard, who owns valuable timber limits on the north shore of the bay, has completed arrangements with a company of capitalists for the erection of a lumber manufacturing establishment on his place near there.

—The New Westminister *Truth* of recent date says: F. G. Strickland returned on Wednesday from a pleasure and business trip east. He visited Montreal, Toronto and Buffalo, and reports each of these cities doing a vast volume of business. Buffalo, he reports, is a go-ahead place and much like Toronto. While in Ontario he visited Peterborough, at which place is located the William Hamilton Manufacturing Company, builders of sawmill machinery. This is the company who will furnish all the machinery for the McLaren-Ross mill of this city, the order being placed by the firm of which Mr. Strickland is a member, and it is one of the largest for sawmill machinery ever placed in Canada. The machinery is now ready and will be shipped next week. It is to be delivered here in fourteen days from date of shipment. The big burner is already on the ground. The engines and boilers are expected along in February. The total weight of all this machinery is something over half a million pounds—sixteen carloads. F. G. Strickland & Co., have also placed a number of other large orders for machinery for new sawmills about to be erected at various points in the province.

FIRE RECORD.

Donald's saw mill, at Wilbur, Ont., on the K. & P. R. was burned last month. Loss, $4,000; insurance, $400.

Fire at Wm. Patterson's saw mill, at Wallaceburg, Ont., on Nov. 28th, occasioned a loss of $10,000, partly covered by insurance.

A shingle mill belonging to Mr. Andrew Harten, of Huntley, was destroyed by fire recently.

The saw mill of D. McPherson, situated near Mersea, Ont., was burned lately. The lumber piles near the mill were saved.

A fire broke out Dec. 5th, in Church Bros.' planing mill at the corner of Lisgar and Kent streets, Ottawa. The flames were extinguished without much difficulty, but there was nearly being a serious conflagration.

The Chaudiere Mill Owners and the Government.

The dispute between the government and the Chaudiere mill owners, which has gone on for many years, with regard to the rent due for the use of the water power, says the Ottawa *Free Press*, has at length been settled. The lessees contended that the government never made the proper channels or the improvements agreed upon when the lots were sold. These improvements the lessees made themselves, and whenever the government pressed for payment of arrears, amounting to over $64,000, they made a counter claim for over $100,000. Nearly every administration attempted to effect a settlement but without success. New leases have been issued under which the mill owners become entitled to sufficient water to run their mills. There is reserved for the use of the city of Ottawa all the water now necessary or that may be necessary for the waterworks. The government reserves all the surplus water beyond this and also sufficient water for the timber slides. The government will maintain supervision over all existing works as well as over all works to be erected hereafter, and no works, improvements or repairs are to be undertaken without the consent and supervision of the department of public works. That department is to see that due economy is exercised in the use of water and to prevent waste, and for that reason the chief engineer of public works is to have complete supervision of any machinery that may be placed in the mills, in order that the most improved and economical may be used. The government reserves the right at any time to make such improvements or changes as may be necessary and to regulate the height of water as it thinks proper. The lessee binds themselves to make all necessary repairs to existing works at their own expense and also to construct at their own expense any new works that may be necessary in controlling the water. In no case will the government be liable for any works constructed by the lessees. In case of default by the lessee in any of the conditions imposed upon them the lots in default revert to the government.

By this agreement the government obtain the following arrears :—

Lots B, C, D, Perley & Pattee	$14,120 76
" E, F, G, J. R. Booth	9,364 00
" H, I, J, T. McKay & Co	8,334 20
" K, Marg. Petrie	2,493 32
" L, A. H. Baldwin	2,533 32
" Q, T, R, Bank of Montreal	7,500 00
" S, M. Merrill	2,500 00
" H, V, W, X, Y, Z, Bronson & Weston Lumber Co.	14,760 00
" M, N, O, P, Perley & Pattee	3,080 00
Total	$64,685 60

In return the lessees have executed releases to the government of all claims against it, amounting to over $100,000. The practical result is that the government has obtained a release of all claims against it ; a thirty years' dispute has been settled, the government collects arrears of $64,000, and the relations between the parties begin anew.

SPLINTERS.

A MEETING of the creditors of Christie, Kerr & Co was held recently in Toronto to decide on a matter in connection with the winding up of the estate. The Union Bank is secured for its claim of $40,000, and one of the creditors having signified a wish that the security be tested, the assignee, Mr. James Tennant, called a meeting to lay the matter before them. It was decided that the estate shall not contest the security, but the creditor may do so at his own expense, and if he is successful his claim will be satisfied from the security. The winding up of the estate will be completed in the spring.

AMERICAN NOTES.

—California's redwood exhibit at the Paris Exposition was awarded first prize, a gold medal.

—A well attended meeting of the Retail Lumber Dealers' Association of Indiana was held, Dec. 15, [illegible] Hotel, Indianapolis.

—The estimated cut of the Tacoma mills, Wash., for the season of 1889 is 225,000,000 feet. This makes the largest cut ever known in that city.

—The cut of the mills in the Duluth district is placed at 282,000,000 feet. Prices ruled lower than for 1888 and much more was shipped to Eastern markets.

—Tucker David, of New York, ex-newspaper man and lumberman, has severed his connection with Partridge & Son, and has again entered the commission field.

—The hardwood lumber, 2,000,000 feet, destroyed by fire at the Pullman works, Ills., was chiefly mahogany, cherry oak and walnut, and was valued at $75,000.

—Lake Superior lumber movements have largely increased the past year. For the year ended June 30, 276,000,000 feet of lumber passed through the Soo canal, in addition to 469 rafts.

—John Torrent bought of W. R. Lontitt, of Grand Haven, agent for D. Willis James, of New York, 8,600,000 feet of standing pine in Luce county, Mich. It is estimated to cut 140,000,000 feet, the consideration being $200,000.

—The lumber cut of the mill companies of Eau Claire, Wis., and vicinity during the past season has been, as nearly as can be estimated, about 175,160,000 feet. The total cut of shingles reported is 90,366,500, and of lath 49,142,260.

—The Sabine Pass Export Company, of Beaumont, Texas, has orders from Mexico and South America for sixty-five cargoes of timber and lumber. The cargoes will average 250,000 feet, and the largest will reach about 700,000 feet.

—The largest saw mill in the new State of Montana, is the Blackfoot mill, located about six miles east of Missoura on the Blackfoot river. 24,000,000 feet were manufactured from April 1st to Oct. of last year. The capacity of the mill is 150,000 feet a day.

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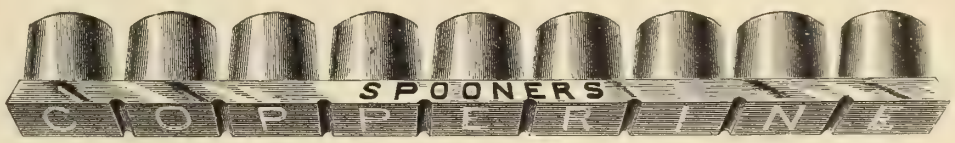

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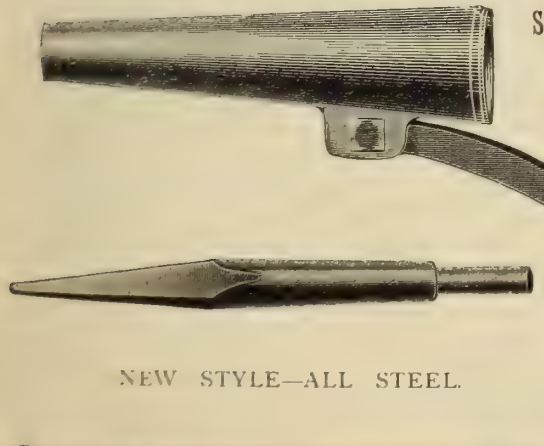

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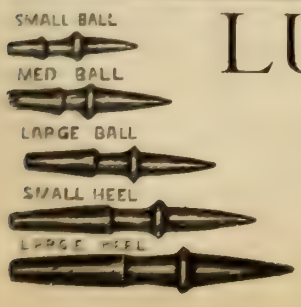

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THE TIMBER TRADE OF QUEBEC.

Messrs. J. Bell Forsyth & Co. Review the Trade of the Past Twelve Months.

It is our privilege once more to lay before the trade the customary statements of supply, export and stock of Timber and Deals at this Port, which will, we trust, be found both useful and interesting.

The arrivals of Ocean Steamships and sailing vessels show a considerable increase over the previous year, with a falling off from the Lower Ports; the total arrivals amounting to 1,119,573 tons against 976,268 tons in 1888.

In our annual circular of last year we stated that an amicable adjustment had been arrived at between the merchants of Quebec and the Ship Laborers' Society concerning rules which were considered detrimental to our trade, especially to the loading of steamships. We now find that during the past season 40 steamers, aggregating 51,830 tons, have loaded cargoes at this port against 19 steamers 24,331 tons last year. We also believe that with further concessions in loading steamships with Deals, the shipping houses will find it to their advantage greatly to increase the Deal business of this Port!

It will be seen by our figures that the supply shipment and stock of timber wintering, all show a considerable increase in quantity over the previous year. The customs returns place the export at 10,415,160 feet this season and 8,551,840 in 1888. The market has been active during the entire season, prices generally have been well maintained with an advance in some woods.

WHITE PINE.—The supply which had reached such small proportions in 1887 and 1888 has been greatly augmented both as regards square and waney this year, the export has also increased, while the local consumption has been fair; and the quantity wintering though in excess of the previous year, which was the smallest on record, comparatively small and under the average. The great proportion of this wood is held on Shippers' account, and is comprised of this year's production to a very great extent. Choice waney has been more sought after and in better demand than square all season, while prices advanced owing to the enhanced value of timber limits, and the difficulty and great expense in procuring good and superior timber. From reliable accounts it is estimated that the manufacture this winter will surpass last season's, but it will not be excessive, and already we hear of several large parcels being contracted for at advanced rates. There has been a good demand for common and inferior wood for local requirements, this branch of our trade being prosperous also.

	Supply.	Export.	Stock.
1889	Square...4,224,426 / Waney...3,770,782	6,872,960	3,146,676 Square. / 1,914,001 Waney.
1888	Square...1,791,113 / Waney...2,029,043	6,020,000	2,580,591 Square. / 1,226,900 Waney.

RED PINE.—Has not been in great demand this year. The supply more than sufficient for all requirements, while the stock on hand is heavier than it has been for some years. The manufacture of new wood for next season will be exceedingly light.

	Supply	Export	Stock
1889.....	739,435	397,680	653,918
1888.....	582,305	465,360	464,691

OAK—Opened rather dull last spring, prices declining slightly, but owing to a moderate supply and heavy shipment, rates have been firm, closing at about our quotations. The wintering stock is exceedingly light, and choice wood very difficult to procure.

	Supply	Export	Stock
1889.....	1,359,660	1,538,080	596,369
1888.....	1,139,252	1,171,920	824,283

ELM.—Both the supply and shipment have been heavy and the stock a light one. The demand has been limited and prices about the same as last season. The manufacture is likely to be moderate this winter, as standing timber is both dear and scarce.

	Supply	Export	Stock
1889.....	750,559	791,800	238,735
1888.....	178,388	504,080	241,571

ASH—Has not been in great request, although the shipments exceed last year, a considerable quantity having gone forward on consignment. The quantity wintering is very light.

	Supply	Export	Stock
1889.....	250,558	335,360	127,001
1888.....	150,361	217,720	275,193

BIRCH.—The supply has been greatly in excess of past years, the shipment heavy, and the stock slightly in excess of the average. The supply this winter is likely to be fully up to the average.

	Supply	Export	Stock
1889.....	355,550	479,280	38,784
1888.....	168,562	165,760	1,422

STAVES.—We cannot advise any increase in this branch of the trade, which remains in an unsatisfactory state, without any signs of improvement.

		Supply	Export	Stock
1889	Pipe.....	79	72	41
	Puncheon.....	125	116	122
1888	Pipe.....	79	55	53
	Puncheon.....	386	112	118

DEALS—PINE—Have been sluggish of sale all the season, especially for the higher qualities. The customs returns show an increased shipment and the stock wintering slightly under last season. The demand in Great Britain is not as brisk as formerly, although the consumption seems to be fair and stocks in some ports still heavy. Our quotations are about the same as last year, except for Michigan higher rates being asked.

	Supply	Export	Stock
1889.....	1,389,869	1,307,842	693,197
1888.....	1,546,565	1,189,490	711,170

DEALS—SPRUCE.—The demand has been fair throughout the season and prices firm. Both the supply and shipment show a very decided increase in the quantity handled this season, while the stock is an average one.

	Supply	Export	Stock
1889.....	3,684,468	3,584,468	1,159,682
1888.....	2,739,993	2,448,156	1,248,674

SAWN LUMBER—Continues in good request for shipment to Great Britain as well as to the United States. The South American trade is reported dull. We quote Pine at $15 to $18 per 1000 feet b. m., and Spruce at $11 to $12, according to quality, sizes, etc.

Freights opened at 27s. 6d. to 28s. 6d. for Timber, and 65s. for Deals; closed at 26s. 6d. for Timber, and 67s. 6d. for Deals.

The following are the arrivals and tonnage at the Port of Quebec for the five years from 1885 to 1889, inclusive:

Sailing Vessels from Sea:—1885, 502 vessels, 382,826 tons; 1886, 432 vessels, 331,568 tons; 1887, 393 vessels, 295,912 tons; 1888, 318 vessels, 260,301 tons; 1889, 392 vessels, 326,706 tons.

Ocean Steamships:—1885, 242 steamships, 445,522 tons; 1886, 285 steamships, 528,950 tons; 1887, 287 steamships, 541,324 tons; 1888, 244 steamships, 484,449 tons; 1889, 324 steamships, 596,598 tons.

Lower Provinces:—1885, 315 vessels, 131,121 tons; 1886, 348 vessels, 145,189 tons; 1887, 425 vessels, 193,132 tons; 1888, 447 vessels, 231,518 tons; 1889, 371 vessels, 196,269 tons.

Comparative statement of Sailing Vessels cleared at the Port of Quebec, for Sea (Lumber laden), 1887 to 1889, from the opening to the close of navigation:

(Compiled by Mr. F. JOHNSTON, Quebec Exchange.)

1877.....	796	Vessels.	670,627	Tons.
1878.....	476	"	399,833	"
1879.....	433	"	364,628	"
1880.....	634	"	555,441	"
1881.....	459	"	380,186	"
1882.....	426	"	359,925	"
1883.....	487	"	416,169	"
1884.....	366	"	291,398	"
1885.....	369	"	294,789	"
1886.....	325	"	250,635	"
1887.....	271	"	206,172	"
1888.....	227	"	195,928	"
1889.....	275	"	240,892	"

BRITISH COLUMBIA.

[From our Regular Correspondent.

NEW WESTMINSTER, Dec. 19th, 1889.

Local business has been slackening off the last month on account of building operations closing up for the season.

Export business is still on the increase, and want of vessels is very much felt amongst lumbermen; but negotiations are now going on for better service next season than ever before. Some mill owners are talking of combining and building a fleet of vessels to do the increased business.

The mill men generally are contemplating putting in a considerable amount of new machinery calculated to increase their output and thereby lessen the expense of turning out lumber.

Public notice has been given that application will be made at the next session of the local Legislature for an Act to incorporate a company, to be called "The British Columbia Mills, Timber and Trading Co." for the purpose of acquiring the shares in the capital, and the business, property and privileges, and also of assuming the liabilities of the Royal City Planing Mills Co, (ltd.), and the Hastings Saw Mill Co. (ltd.) respectively, and to provide for the said companies to be merged therein and extinguished; and to operate and carry on the business of the two concerns.

The Brunette Saw Mill Co., New Westminster, are rapidly getting their new mill under way, orders for engines and boilers, head blocks, shafting and pulleys, having been given to the Albion Iron Works, Victoria, and the order for edgers, gangs, and more intricate machinery, to the Wm. Hamilton Mfg. Co., of Peterboro', Ont.

As I mentioned in a former letter, saw mill men are just a little tired of the way the Eastern manufacturers have in the past been leaving their orders until the last of the season, when on account of the length of time of arrival after shipment, and the early opening of the season, they should be first attended to. If the Eastern concerns do not give better satisfaction in this respect than they have in the past, the trade will be gone from them never to return, and they will have no one to blame but themselves.

This Brunette order is the first large order given to a B. C. firm for saw mill machinery, and the other mills will look forward to the satisfaction the Albion Iron Works will give with the greatest expectancy to guide them in their future dealings.

The frame-work of the McLaren-Ross Lumber Co.'s mill at New Westminster is finished, and the machinery is now arriving and being got into position for the season of 1890. The burner, 140 feet high and 36 feet diameter, is now up, and looks to the people of this country a mighty concern; and, as an example, two other of the largest mills are now negotiating for similar structures to consume their mill refuse.

The Northern Pacific Lumber Co. are clearing on their plot of ground at the head of Burrard Inlet, preparatory to building a mill this winter to cut about 100,000 feet per day. The company is composed principally of the shareholders of the McLaren-Ross Lumber Co. here, and they expect to be running before next fall. Mr. Jas. McLaren, jr., is the manager.

Saw mill business on the Island is brisk, and Mr. Lasee, of Victoria, with other capitalists, are talking of putting up a mill on Shawauyan lake. Mr. Gamble, of Port Essington, is also making a number of improvements; and the machinery for the Chictoria Lumber Co. has arrived and is being placed in position.

Mr. Wm. McIntyre has leased the Sutton mill at Cowichan, and intends to rush things next season.

To show the respective merits of timber in America, the Pan-American conference witnessed the following test of four sticks of Puget Sound fir, Michigan pine, and good white oak, with the following result: Pine broke at 1700 lbs; White Oak at 3,500 lbs; and Puget Sound Fir at 4,300 lbs. Engineers say that the straining force and indurance of this fir is greater than that of any other wood. What would the Pan-American conference and engineers say if the Douglas Fir of B.C. had been tested, when it is admitted by the largest dealers in Puget Sound that our fir is far superior to their wood, and to prove it they have to cull their ship loads to compete with British Columbia mill run shipments in foreign markets.

Large consignments of Fir have been shipped lately from 50 to 60 feet in length, for car sills, to Barney & Smith, Dayton, Ohio, and this in the face of an import duty of $2 per M. Another conclusive proof of the supremacy of our wood.

Fader Bros.' mill, at Vancouver, has closed down for the season.

Leamy & Kyle have assigned for the benefit of their creditors. Bad collections and a desire to close out the partnership seems to be the trouble. Local business alone will not support a mill, unless it has also an export trade, and in a good position for deep water communication.

Valentine & Co., of Revelstoke, have sold out their shingle mill to Robinson & Steen, of Donald, who intend putting in a carriage and planer to increase their output other than shingles. From a recent letter they have orders ahead to cover three months work.

THE LUMBERMAN, I am pleased to say, is very popular here, and can be found in almost every lumber and planing mill in the Province.

FIR.

REPRESENTATIVE TORONTO LUMBER FIRMS

THOS. H. WILLMOTT. A. K. McINTOSH.

WILLMOTT & McINTOSH,

Wholesale Dealers in

LUMBER

44 and 46 Front Street East,

TORONTO, - - ONTARIO.

Lumber Shipped to all Parts by Rail or Vessel.

Agents for the Celebrated LUFKIN BOARD AND LOG RULE.

Prompt Delivery in all Cases CORRESPONDENCE SOLICITED.

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* McCRANEY * & * WILSON *

Manufacturers and Wholesale dealers in all kinds of

Pine and Hardwood Lumber

LATH AND SHINGLES.

Ship Plank, Decking and Long Bill Stuff, a Specialty.

Mills at Burlington, Bronte and Huntsville,

Head Office: 16 UNION BLOCK, corner Toronto and Adelaide Sts., Toronto.

Branch Office: 19 Duke Street, Ottawa.

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OFFICES	TELEPHONE	MILLS
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*LUMBER * TIMBER*

Mills Operating all the year round. *Correspondence Solicited.*

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DONOGH & OLIVER,

Wholesale Dealers in

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OFFICE:

Nos. 16 and 17 Imperial Bank Buildings,

WELLINGTON STREET EAST.

TORONTO, ONT.

DALTON McCARTHY, President. J. H. EYER, Manager.

Toronto and Midland Mf'g Co.

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Wholesale * Lumber * Dealers

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DRESSED LUMBER, FLOORING,

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STOCKS	WHOLESALE	HARDWOODS
STRIPS	LUMBER	HEMLOCK
SIDINGS		SHINGLES
BILLSTUFF	DEALERS	LATH, ETC.

Millichamp's Buildings,

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Prevention of Accident our chief aim.

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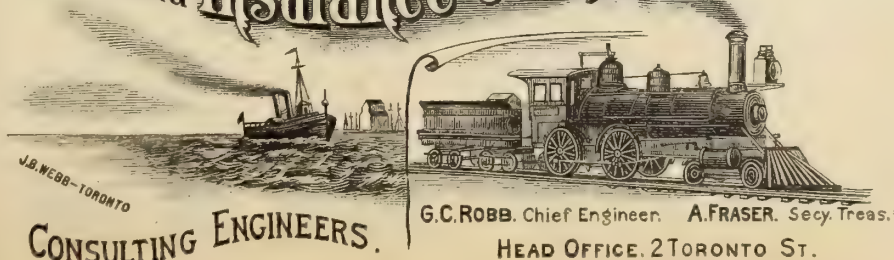
JOHN L. BLAIKIE ESQ., VICE PRES.



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G.C. ROBB. Chief Engineer. A. FRASER. Secy. Treas.

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Economy of fuel secured.

PROVINCE OF QUEBEC

Department of Crown Lands.

Woods * and * Forests.

QUEBEC, 9th November, 1889.

NOTICE IS HEREBY GIVEN THAT CONformably to the articles 1334, 1335 and 1336 of the Revised Statutes of the Province of Quebec, the following timber limits will be

OFFERED FOR SALE

—AT—

PUBLIC AUCTION

In the Sale Room of the Department of Crown Lands in Quebec City,

—ON—

Thursday, the 9th January next

—AT—

10.30 O'CLOCK, A. M.

Subject to the conditions mentioned below namely:

UPPER OTTAWA AGENCY.

Limit No.	Locality.	Square Miles.
N. ½ No.	10, 2nd range, Block A.	25
S. ½	10, 2nd do do do	25
N. ½	11, 2nd do do do	25
S. ½	11, 2nd do do do	25
N. ½	12, 2nd do do do	25
S. ½	12, 2nd do do do	25
N. ½	10, 3rd do do do	25
S. ½	10, 3rd do do do	25
N. ½	10, 3rd do do do	25
S. ½	11, 3rd do do do	25
N. ½	12, 3rd do do do	25
S. ½	12, 3rd do do do	25
No.	572, River Ottawa	34
	573, do	25
	574, do	31
	575, do	25
	576, do	25
	577, do	25
	578, do	25
	579, do	25
	580, do	25
	581, do	25
	582, do	17
	583, do	15
	584, do	32½
	585, do	25
	586, do	25
	587, do	25
	588, do	25
	589, do	25
	590, do	29
	591, do	24
	592, do	25
	593, do	25
	594, do	25
	595, do	32
	596, do	19½
	597, do	31
	598, do	25
	599, do	25
	600, do	25
	601, do	23
	602, do	14
	603, do	10
	604, do	17
	605, do	23
	606, do	23
	607, do	22
	608, do	26
	609, do	11
	610, do	22
	611, do	17
	612, do	19
	613, do	19
	614, do	7
	Total Supergcies.....	1293
No.	123, River Petite Peribonka,	50
	124, do do do	50
	126, do Peribonka,	42
	129, do aux Iroquois,	15
	133, Ouiatchouan West,	13
	134, do do	8½
	135, Rear do do	16
	136, do do do	20
	137, Lac des Commissaires S.E.	30
	238, Rear do do	20
	139, Lac des Commissaires S.W.	24
	140, Rear do do	20
	Locality.	Square Miles.
W. pt.	141, River Metabetchouan,	20
E. pt.	141, do do	17
	142, do do	25
N. ½	144, do do	20
S. ½	144, do do	20
	145, West of Lake Kamaminti-gongue,	36
No.	150, Township DeQuen,	23
	155, Township Boileau,	13
	159, River Cyria,	16½
	160, do do	26
	161, do do	36½
	162, do do	37½
	163, River Pika,	51
	164, do do	26½
	165, do do	23½
	166, do Misstassippi West,	10
	166, do do East,	10
		720 1-12

ST. MAURICE AGENCY.

No. 7.	E. River Bastican	25

RIMOUSKI AGENCY.

Limit,	Township Neigette, No. 1	22½
do	do do No. 2,	8⅔
do	do Macpes No. 2,	9⅓
do	River Causapscul, North,	10
do	do do South,	10
do	do Humqui, No. 2,	6
do	do Nemtaye, No. 3,	20
	Total.....	86⅓

SAGUENAY AGENCY.

Limit,	Tadousac East,	5
do	River Manitou No. 1 East,	30
do	do do 2 do	30
do	do do 3 do	30
do	do do 1 West,	30
do	do do 2 do	30
do	do do 3 do	30
do	River Grand Trinite No. 1 East,	50
do	do do 2 do	50
do	do do 1 West,	50
do	do do 2 do	50
do	River Petite Trinite No. 1 East,	14
do	do do 2 do	14
do	do do 1 West,	14
do	do do 2 do	14
do	River Calumet No. 1, East,	25
do	do do 1, West,	25
do	Township Lafleche,	18
do	River Sault au Cochon No. 4 East,	40
do	do do 3 do	20
	Total.....	569

GASPE AGENCY.

Limit,	Gaspe Bay South,	11
do	do North,	12¼
do	Sydenham South,	17½
do	River Saint John No. 1 South,	12
do	do do North,	14
do	do Dartmouth South,	24
do	do do North,	19½
do	Rear river Dartmouth, North,	32
	Total.....	142¼

GRANDVILLE AGENCY.

Limit,	Township Armand, range E,	2¼
do	Township Armand,	19
do	No. 45, River St. Francis,	14
do	No. 43, do do	16½
do	No. 47, Black River,	38
do	Township Parke No. 2	24
	Total.....	113¾

BONAVENTURE AGENCY WEST.

Limit,	Tom Ferguson's Brook,	16
do	River Esquiminac,	10
do	Township Novelle West,	9
do	Glen Brook,	2
do	River Andre,	6
do	Rear River Novelle West,	10
do	Mill Stream No. 2,	12
do	Rear Mill Stream North,	10½
do	Rear Mill Stream South,	5
do	Township Carleton,	6
do	Township Restigouche,	2
	Total.....	88½

ST. FRANCIS AGENCY.

Limit,	Township Emberton,	17
do	do of Chesham No. 1	19⅓
do	do of Chesham No. 2	26⅔
	Total.....	63

CONDITIONS OF SALE.

The above timber limits as there estimated are, more or less, to be offered at an upset price to be made known on the day of sale.

The timber limits to be adjudged to the party bidding the highest amount of bonus.

The bonus and first year ground rent per square mile, to be paid, in each case immediately after the sale.

These timber locations to be subject to the provisions of all timber regulations now in force and which may be enacted hereafter.

Plans of these timber locations will be open for inspection in the Department of Crown Lands, in this city, and at the office of the local agents up to the day of sale.

E. E. TACHE.
Assistant Commissioner
of Crown Lands.

N. B.—According to law, no newspapers other than those named by order in Council are authorized to publish this notice.

GRATEFUL—COMFORTING.

EPPS'S COCOA.

BREAKFAST,

"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of the well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavored beverage which may save us many heavy doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually fed up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame."—*Civil Service Gazette.*

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JAS. EPPS & CO., Homœopathic Chemists, London, England.

J. K. POST & Co.,

LUMBER MERCHANTS

And Shipping Agents.

OSWEGO, N. Y

Sovereign Grease

ST, CATHARINES, July 20th, 1889.

To whom it may concern:—

I have been using SOVERIGN GREASE for the past two months, and I can say that it has given me entire satisfaction, and is a saving of 60 per cent. over Oil, and is that much better than Oil. I have been running eight (8) trips from St. Catharines to Montreal and return on 40 lbs. GREASE, and using it on my crank-pin as well as all other bearings. Yours respectfully,

(Signed,) SAM BRISBIN,
Engineer "Ocean."

OTTAWA, Aug. 5th, 1889.

THE STOCK OIL & GREASE CO.

GENTS,—We have used the SOVEREIGN GREASE for some time, and do not hesitate to pronounce it a first-class lubricator, and as such has given us entire satisfaction as to its durability and cheapness.

Truly yours,
ARTHUR JONES,
Foreman of Union Machine Shops.

DESCHENES MILLS, Aug. 12th, 1889.

MESSRS. McDOUGAL & CAZNER, *Ottawa:*

DEAR SIRS,—We have been using the Stock Oil & Grease Co.'s SOVEREIGN GREASE in our saw mills since spring, with very satisfactory results.

Yours truly,
R. & W. CONROY.

ROCKLAND, ONT., Aug. 20th, 1889.

STOCK OIL & GREASE CO., Montreal:

DEAR SIRS,—Please send us per first freight boat, two hundred (200) pounds of GREASE, same as sample left by you here a short time ago.

Yours truly,
W. C. EDWARDS & CO.

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F. G. STRICKLAND & CO., New Westminster, B. C.
McDOUGAL & CAZNER, Ottawa, Can.
CHINIC HARDWARE CO., Quebec, P. Q.
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J. J. TURNER,
Sail, Tent and Awning Maker,
251 GEORGE AND 154 KING STREETS,
PETERBOROUGH.
Canoe, Yacht and Boat Sails made to order.
Perfect Fits guaranteed.
Every description of Lumbermen's Supplies and Waterproof Clothing.

MACHINERY FOR SALE

1. Circular Saw Mill (heavy) with steam feed, 3 head blocks, to cut thirty feet.

2. Circular Saw Mill (heavy) with rope feed, 2 head blocks, to cut twenty feet.

3. Lane's Patent Lever Set Circular Mill, No. 1, to cut 25ft.

4. Two Law's Shingle Machines.

5. One Iron Pulley 5ft x 16in face.

6. One Iron Pulley 4ft, 2in x 15½in face.

7. One Iron Pulley 8ft x 14in face.

8. 52in Leffel water wheel, made by Jos. Hall Co'y. good as new.

9. 30½in Leffel water wheel, made by Jos. Hall Co'y. G. order.

10. 14in Little Giant water wheel, made by J. C. Wilson & Co. Good order.

11. Wood Shaper (heavy) iron frame; wood top, two spindles and counter shaft; in good order.

12. Iron Planer, 28in x 28in x 8ft. Good order.

13. Iron Turning Lathe 28in x 14ft bed. Good order.

14. Iron Turning Lathe, rod feed, 8ft bed x 12in. Good order.

15. Iron Turning Lathe 15in x 8ft bed, screw feed; fair order.

16. Heavy Iron Boring Lathe 42in in gap x 8ft bed. Good order.

17. Bolt Gutter, cuts from ⅜ to 1in; in fair order.

Paxton, Tate & Co.

PORT PERRY, ONT.

THE MONARCH BOILER
(PATENTED) AND HERCULES ENGINE.

Guaranteed to Saw Lumber Perfectly Smooth and Even in thickness.

Portable from 6 to 70 horse power. Surpass portable steam power heretofore produced for strength, durability, compactness, and the ease with which they can be moved.

The 70 horse power can be taken over the roughest roads, or into the forest, and set up as easily and quickly as an ordinary 20 horse power portable engine, and as firm as a brick-set stationary engine. Engines and boilers of every size and description. Rotary Saw Mills, Shingle and Lath machines, Law Grinders, Planers, etc. Mill machinery and supplies of every description. Every boiler insured against explosion by the Boiler Insurance & Inspection Co. of Canada. Write for circulars.

A. ROBB & SONS, Amherst, N.S. | Amherst Foundry and Machine works.

ESTABLISHED OVER 40 YEARS.

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TRUCK * WHEELS.

The Montreal *

* Car Wheel Co.

MANUFACTURERS OF

CHARCOAL IRON CHILLED

RAILROAD WHEELS

Offices: New York Life Insurance Building, Montreal.

Works: Lachine, Quebec.

WE make a Specialty of Wheels suitable for the requirements of Lumbermen and Street Car Service, and can supply them Bored, Finished and Balanced.

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W. J. KRAMER
FINE
WOOD ENGRAVER
21 MELINDA ST. TORONTO.

WANTED AND FOR SALE.

Announcements in this department will be inserted at the uniform rate of fifteen cents per line, each issue, payable in advance. For four or more consecutive insertions of the same advertisement a discount of twenty-five per cent. will be allowed. Eight words of ordinary length should be counted as one line. Copy must reach this office by the 25th of the month to secure the appearance of the advertisment in the paper of the following month.

SOUTHERN PINE LANDS FOR SALE 41,000 acres of virgin timber with 5 miles of railroad and 11 miles of river front. Cutting from 6 to 8 thousand feet of merchantable lumber per acre; price $1.50 an acre. F. W. MILLER & CO., Real Estate, Stock and Money Brokers, Atlanta, Ga,

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SAW mill outfit, Waterous direct action, at a bargain.

SEVERAL second-hand saw rigs, two, three and four block.

A FINE 66 in. inserted-tooth saw, also 52 in. do.

ONE new eclipse saw mill with all late improvements.

ONE saw gummer, Disston make. Philadelphia.

ONE set of hoop machines, American make.

CANADIAN agent for the celebrated Winnie hoop machinery, catalogue free.

ONE drag saw rig, Waterous Engine Company make.

ONE hub turning lathe, American build.

ONE automatic handle lathe.

BROOM handle lathe with wood frame, cheap.

ONE set of spoke machinery, Fay & Co. make.

GOLDIE & McCULLOCH stave cutter, set equalizing saw, &c.

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ONE new axe handle lathe.

ONE lot Ewart chain belt good as new with sprocket wheels.

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42 inch Sampson turbine.

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44 inch Little Giant.

30½ nch Leffel.

30 inch Sclater.

30 inch Burnham.

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21 inch Archmedian,

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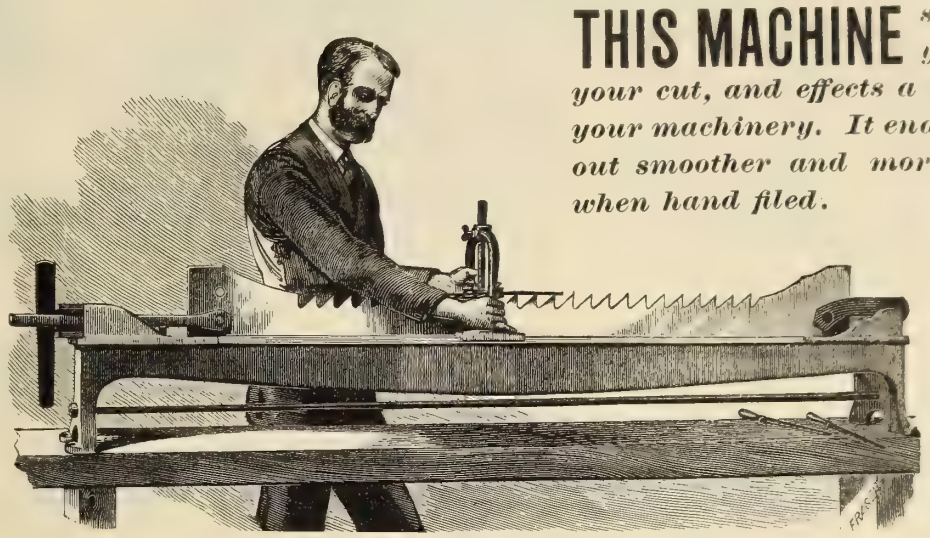

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THE FOLLOWING TESTIMONIALS SPEAK FOR THEMSELVES.

Robert Gaskin, Jr.

MARBLE COVE, PORTLAND, N. B., 18th Aug., 1888.

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Yours truly, W. H. MURRAY.

To Whom it may concern:—This may certify that we have used one of Gaskin's Saw Jointers in our mills for some months past, and find it of great advantage in the preparation of our Gang Saws for doing good work. The principle of straining the saw as it is in the gate, while under preparation, we deem an important and correct one, and most cheerfully recommend "The Gaskin Saw Jointer" to mill owners.

ST. JOHN, N. B., April 16th, 1888. ANDRE CUSHING & CO.

Robert Gaskin Esq.

UNION POINT MILL, FAIRVILLE, St. John Co., April 16th, 1888.

DEAR SIR.—The Saw Jointer you placed in our mill has exceeded our expectaitons. We can confidently recommend it as doing all you claim. As the saws are keyed to the same tension in the Jointer as in the saw gate it makes them perfect, both as to straight face and uniform overhang.

Respectfully yours, WM. L. WARING, Supt.

T. McAVITY & SONS, MANUFACTURERS UNDER ROYALTY. ST. JOHN, N.B.

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9th DAY OF APRIL, 1890

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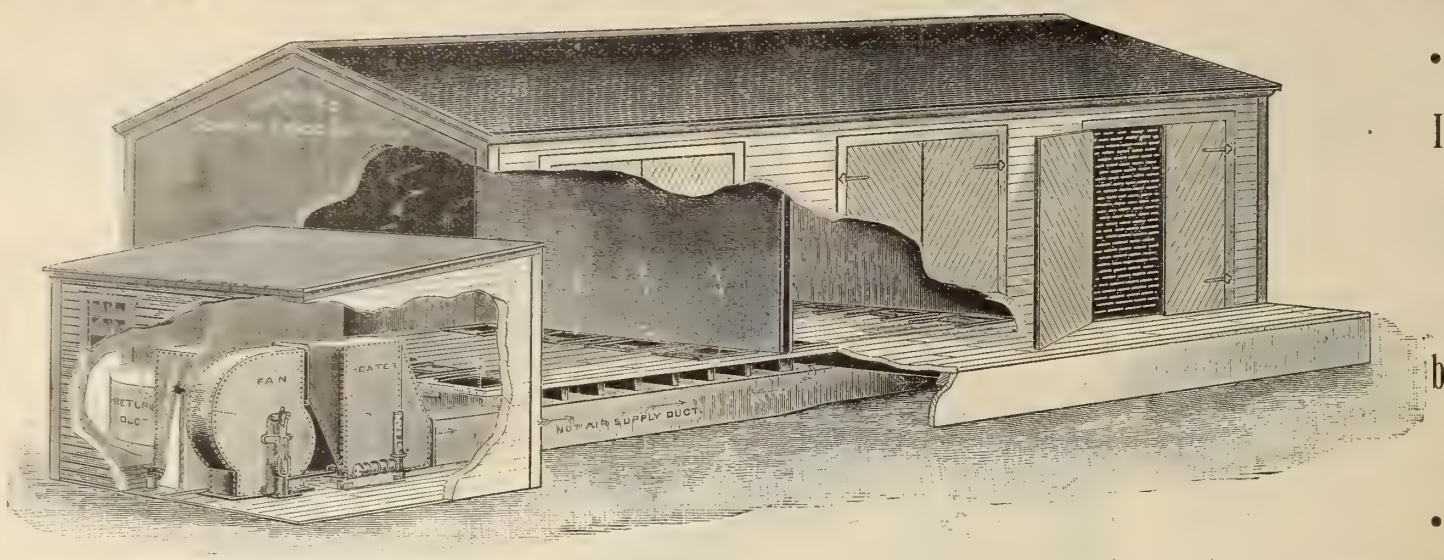

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THE CANADA LUMBERMAN.

VOLUME XI. NUMBER 2. } PETERBOROUGH, ONT., FEBRUARY, 1890. { TERMS, $1.00 PER YEAR. SINGLE COPIES, 10 CENTS

THE CANADA LUMBERMAN
PUBLISHED MONTHLY BY
ARTHUR G. MORTIMER,
OFFICE: SIMCOE STREET, PETERBOROUGH, ONTARIO.
TERMS OF SUBSCRIPTION:
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Advertising Rates Furnished on Application.

THE CANADA LUMBERMAN is published in the interest of the lumber trade and of allied industries throughout the Dominion being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion of them by others.

Especial pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world so as to afford to the trade in Canada information upon which it can rely in its operations.

Special correspondents in localities of importance present accurate report not only of prices and the condition of the market but, also of other matters specially interesting to our readers. But correspondence is not only welcome but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way effecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the truth. Any items of interest are particularly requested for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN with its special class of readers is not only an exceptionally good medium for securing publicity but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements which will be inserted in a conspicious position at the uniform price of 15 cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for three successive issues or longer.

Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade or specially interested in it, who should not be on our list thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

THE export of lumber from Portland, Me., during the past year has been heavy and fully up to the amount shipped in former years. The greater part of the shipments have been from Canada,—principally spruce. The lumber goes over the Grand Trunk railroad, and is placed in bonded warehouses or loaded direct on vessels. The shipments from Portland last year amounts to 43,175,500 feet, valued at $471,880. The amount shipped in transit amounts to 10,164,000 feet, valued at $112,215. All this lumber went to South America, the principal points being Buenos Ayres, Rosario and Montivideo.

IN laying out the town of Kakabeka Falls, near Port Arthur, Ont., a new departure on the Henry George principle has been entered into. The price of a business lot has been fixed at $250 and a workman's lot at $125, the management reserving out of this five per cent. for roads and parks, and twenty per cent. to be used in assisting manufacturing concerns to start operations in the town. Something like one thousand acres have been laid out into lots and manufacturing sites. The management has let a contract for getting out a pile of logs and a saw mill along with other industies will be erected in the spring.

IF Russia has no better representative to send to this beautiful climate of North America than Bill Grippe, we would thank her kindly if she would keep her native productions at home. We are inclined to be a hospitable people, and are ever ready to extend a royal reception to any foreign potentate or power that may come amogst us, but we hate to be imposed upon. During the month, that hideous tramp, Bill Grippe, unceremoniously entered our establishment, and with one fell swoop of his paw, knocked every one of our staff into pi. That is the reason why we have to apologize to our patrons for the scarcity of reading matter and lateness of the present issue. He left as unceremoniously as he came, followed by a yell from our devil. Avaunt! foul sprite. Back to thy Russian lair.

THE *Northwestern Lumberman* publishes a list of fire losses during 1889 in the United States and Canada, aggregating 662, against 494 in 1888, 349 in 1887, 310 in 1885 and 223 in 1884. Of these 354 were saw mill fires, of which 75 were in connection with other mill and factory property, lumber, etc. There were 210 planing mill losses, including 32 sash, door and blind factories and other connections; 55 shingle mill losses; 30 dry kilns, and 76 separate lumber losses. An estimate of loss is given in about 500 cases, aggregating approximately $8,000,000, while the insurance reported amounts to about $2,400,000. Fifty-three cases with no insurance are reported. These figures go a long way towards answering the question, where does all the machinery go to?

DOUGLAS fir, as is well known to the lumber trade is the principal timber of Oregon, Washington and British Columbia. A Pacific Coast exchange has the following to say in regard to Douglas fir:—It would seem that the lumbermen of the west should agree on some one trade name for the woods of this section. As it now stands eastern men and foreign customers are mystified by the various names assigned by the different lumbermen. Oregon dealers have a local pride in adhering to the old name of "Oregon Pine," while the Washington men have "Yellow fir," "Puget Sound fir," "Red fir," and occasionally it is called "Pacific Coast pine." All these names stand for just two varieties of Douglas fir, viz: the yellow and red. All well posted lumbermen in the north-west know that Douglas fir is the proper name, but habits and prejudices are strong, so the local names are still used, and it will take time to adopt what is right. Douglas fir only should be advertised for sale, quoted and written about until every man who buys lumber should have it firmly fixed in his mind and as definite in its trade meaning as the word "Pine" to a Wisconsin or Michigan man.

AMERICAN lumber papers are pressing congress to increase the customs duty upon Canadian lumber imported into the United States, with the view of compelling the Canadian government to repeal the export duty on logs. Senator Hoar, chairman of the Committee on Relations with Canada has already introduced into the United States Senate a resolution which is not without significance. The resolution, which was referred to the Finance Committee, instructs that committee, whenever it reports a tariff bill, to incorporate in it a provision that whenever any foreign country shall impose an export duty on logs in any form, or on manufactured or on partially manufactured lumber, a duty shall be collected on such logs and lumber in the United States equal to the amount of the export duty so imposed, in addition to the duty otherwise imposed by law. There can be little doubt that the resolution offered by Mr. Hoar is designed to give the Treasury Department the power to counteract the export duty imposed by the Canadian government upon logs for export to the United States. The Michigan and other lumbermen have complained that the varying rates of export duty imposed upon logs by the Canadian government has had a bad effect upon their business, especially as the changes have been made without notice. This may be true to some extent, but the great trouble lies in the fact that the American lumbermen, knowing that there is money in Canadian logs, want to convey them to their mills to be manufactured without paying any duty, and at the same time retain the import duty on Canadian lumber. The export duty on logs was imposed to enable us to husband our forest resources, and guard them jealously from foreign invasion; and if the American congress should see fit to impose an import duty on Canadian lumber as to shut it out of the American market, they can rest assured that when the American lumbermen want Canadian logs they can whistle for them.

DURING our rambles among the wholesale lumbermen in Toronto and elsewhere we have repeatedly heard complaints regarding the inexplicit manner in which many manufacturers of lumber offer their stocks for sale by letter. Not sufficent attention is given to details as a rule, and in order to ascertain the exact quality and kind of stock offered the wholesaler has to put himself to unnecessary time and expense in asking questions by letter which should have been explicitly given in the communication to him. We trust that the following suggestions on this subject will not be considered out of place:

(1) State as definitely as possible the quantity of each kind of lumber you wish to sell.

(2) State the thickness, and quantity of each thickness, also length, and as near as possible the proportion of lengths.

(3) Give widths, 6″ and up or 8″ and up, as the case may be; also the average width. This is important.

(4) How long the lumber has been on sticks; also as to its present state of dryness.

(5) Name the grade. If mill-run hardwood give as near as practicable the percentage of firsts and seconds contained therein; if pine the percentage of the various grades. Also give an idea of the general character of the lumber.

(6) State shipping point, as the rate of freight always affects the price paid.

In giving quotations by letter it is necessary that the intending purchaser be furnished with information similar to the above; otherwise several day's delay is often caused in ascertaining the necessary particulars regarding the stock, and sales are frequently lost in the meantime.

THE *Mississippi Valley Lumberman*, in a recent article on the Canadian log export duty, says: "It would be perfectly futile to appeal to the government of Canada for the redress of the wrong. What it wants to do is to skin the Yankee, and if the Yankee, who is being skinned, squirms under the knife the only answer is a grim smile of satisfaction. Fortunately, however, there is a remedy within reach, and it is in the hands of congress. It has only to enact that, if any country imposes an export duty on pine or spruce logs, its pine or spruce lumber when imported into the United States, shall pay an additional duty equal to the export duty, and the Canadian soon will come down. Or if congress proposes to reduce the lumber duty let it provide that no country imposing an export duty on logs shall have the benefit of that reduction, and the result will be the same. It is simply a matter of justice that congress should protect the interests of American mills, and American holders of Canadian limits in the manner we have indicated." The Canadian government is not so hard to approach as our contemporary would have it to appear, for when approached in the right spirit, it is ever ready to lend a willing ear looking to the redress of real or imaginary wrongs. The export duty was imposed in the first place not for the purpose of "skinning the Yankee," but to protect the interests of Canadian mills,

and in giving this protection to a Canadian leading industry, surely the Americans will not be so ungenerous as to deny us a right which they claim for themselves. We are very far from believing that the American import duty on Canadian lumber was imposed for the sole purpose of skinning the Canadian lumbermen but rather in the interest of protection to American mills. Retaliation, of which we hear so much talk, will not bring about the "desideratum so devoutly to be wished," as it is too boyish a question to command the consideration of statesmen. The placing of a prohibition tariff upon Canadian lumber would undoubtedly cause an embargo to be placed upon the exportation of logs to the States, and this would mean, "no lumber, no logs," thereby throwing the Americans upon their own resources for a log supply. If our friends on the other side of the line would only bottle up their acrimony and show a disposition to do the fair thing instead of playing the role of the American hog, there would be no trouble in settling the controversy. The repeal of the import duty would bring about the abolishing of the export duty on logs, and therein lies the solution of the whole question.

A SENSATIONAL despatch emanating from St. Paul states that Canadian lumbermen are stealing timber and logs from the pine lands on the Minnesota side of Rainy river, and that congress will be asked to adopt rigorous measures to put an end to such depredations. Despatches of like character should be received with very little credence, as it is very doubtful if any Canadian lumberman every obtained any pine logs from American territory by dishonest means. Mr. John Mather, of Ottawa and Winnipeg, owns some lumber mills at Keewatin and some timber areas on both sides of the Rainy river. Mr. Mather says that the number of logs cut yearly on the Minnesota side of the line and brought into Canada to be sawn into lumber is very small.

MESSRS. E. D. Davison & Sons., of Bridgewater, N. S., are out in a lengthy article in reply to the Hon. C. H. Tupper on the sawdust question, in which they set up the claim that saw dust does not injure the fish, and that the law is violated elsewhere. They say in conclusion, "we have only to say that we see no argument in your communication that shakes our conviction that no damage is being wrought to any industry or person by the fall of saw dust into La Have river. At the same time, as soon as the law is enforced impartially we are ready to conform to the new order of things ; but we object decidedly to being forced to tear down our mills merely to gratify the love of revenge of the parties at the head of the movement against the milling interest on this river."

THE Hon. Mr. Tupper's Bill to amend the Act respecting the protection of navigable waters will be a surprise to those who have been milling on exempted waters. The throwing of saw dust or mill refuse into any navigable stream, or any part of which flows into navigable waters, is prohibited, and every person violating the Act is liable to a penalty of $50 for the first offence, and for each subsequent offence to a fine of not less than $100. Any river, stream or water, or part thereof, which is at present exempted, shall continue to be so exempted for one year from the date of the passage of the Act, and no longer; all of which means that twelve months after it has become the law of the land saw dust or mill refuse cannot be thrown into any navigable river or stream in the Dominion. But Mr. Tupper's Bill has not passed yet, and if it does it will not be without the most strenuous opposition from the lumber trade.

WORD has been received by cable that the Imperial Privy Council has dismissed the appeal of the Chaudiere lumbermen against Antoine Ratte the Ottawa river boatman. Ratte first sued a number of lumber firms in the Chancery Court, asking for damages for loss sustained through the saw dust, and also for an injunction to prevent the mill men depositing any more saw dust in the river. In the course of the trial in Canada it was arranged that Ratte should not press for an injunction but would be content with damages. The lumbermen defended the action on technical grounds. In the first court Judge Proudfoot upheld the lumbermen's contention and dismissed Ratte's action. Ratte appealed to the whole court, which reversed Judge Proudfoot's decision and ordered an enquiry as to damages. The lumbermen carried the case to the Court of Appeal, but that court maintained the Chancery Court's decision against them. The lumbermen then took the case to the Privy Council, and once more judgment is given against them. Mr. Ratte has now simply to prove the extent of the damages sustained.

THE chief business of the Dominion in lumber is with Great Britain and the United States. Our lumber exports last year aggregated in value $23,043,007, which is a better business than we have done since 1884, when the exports were over twenty-five millions. Of the twenty-three million dollars worth sold last year, twenty-one million dollars worth went to Great Britain and the United States, the latter taking rather the larger quantity. Next to Great Britain the Argentine Republic is our best customer. That country takes half a million dollars worth annually, whereas in 1884 it took but $282,000 worth. In 1884 we sent to Great Britain $13,742,000 worth of lumber, and $9,883,000 worth to the United States, since then the British exports have gradually diminished and the United States exports have increased until last year, when we sent to England lumber to the value of $10,197,000, and to the United States to the value of $11,043,000. England has many sources of supply and Canada has many formidable competitors for the English trade, while on the other hand Canada is the nearest purchasing market for the American dealer. The British trade is almost entirely in timber and deals, while the higher value of the exports across the line are largely accelerated by the circumstance that we send large quantities of lumber partly manufactured. At the opening of the present season in the woods the outlook for next year was not very propitious owing to the absence of snow, but latterly the out-look is much brighter as the soft weather has been confined to Southern Ontario. Operations in the woods in the North have been going on fairly well, although in some of the camps a number of men have been laid up with the influenza. There is no doubt but the danger line has been passed, and a large out-put of logs may be expected. Logging has been very good in the Maritime Provinces and a good trade during the coming season is confidently looked for. The threatened action of the United States Congress with regard to the import duty on lumber may have a depressing effect upon the trade, but it is not yet certain that the duty will be increased.

SPLINTERS.

IN view of the contemplated establishment of the China Mail Steamship Line, extensive wharf and dock accommodation at the outer Harbor of Victoria, B. C., is about to be undertaken, with a view of furnishing every facility for the larger steamships to call at that port on their inward and outward passages.

* * *

IT is the experience of a good many that the lumber trade of Toronto is in better shape now than it was this time last year. There has been altogether too much building of late years, and as a result there will be a perceptible dropping off in this line the coming season. Over-hauling and repairing the older classes of buildings is now the order of the day, and many improvements are being made in this line.

* * *

CONGRESSMAN McCormack, of Pennsylvania representing the lumber interests, has made an arrangement before the Ways and Means Committee, against any reduction of the duty on lumber, as he claims the margin of profit, particularly on hemlock and spruce, was hardly a living one. He stated the competition was confined to Nova Scotia and Newfoundland, although some cheap grades of pine also came in competition from other districts in Canada.

WE are in receipt of the Christmas number of the *Lumber World*, published at Buffalo, N. Y. It contains 114 pages, is profusely embellished, and is a fine specimen of the typographical art. The journal has an immense advertising patronage, and is in fact a veritable encyclopedia of woodworking machinery. It has every appearance of being a paying concern.

* * *

THE estimates for the season's cut of lumber in the Ottawa district show that though fewer logs are being taken out this year, there is a large increase in the amount of square timber being made. This year the estimated number of logs to be cut is about 4,000,000, as compared with 4,750,000 made last year, showing a decrease of nearly three-quarters of a million logs. The estimate for square timber to be made is 8,000,000 cubic feet, showing a very large increase over last year.

* * *

WE learn from the London *Timber Trades Journal* that Mr. R. G. Goodday has retired from the timber agency business which he has successfully carried on for the past eight years at Paris, Havre, and latterly in London, has decided to go into the Canadian trade. He has entered into partnership with Mr. Ernest W. Benson, of Quebec, and under the style of Goodday, Benson & Co., will at once commence the business of shippers of pine and spruce, with a specialty of hardwood lumber.

* * *

ACCORDING to the tables of the trade and navigation of Canada for the fiscal year ending June 30th, 1889, recently furnished to the press, we find that forest products were exported to Great Britain to the value of $10,197,529, against $8,932,177 in 1888, an increase of $1,565,352. We sent the United States last year wood products to the value of $11,043,023 against $10,622,338 in 1888, an increase of $420,685. The total exports of Canadian produce exported to Great Britain and the United States last year amounted to $77,201,804, of which $23,043,007 were forest products, against $21,302,814 in 1888.

HOME AND FOREIGN TRADE REVIEW.

Office of CANADA LUMBERMAN,
Jan. 31st, 1889.

Business has been very quiet at Toronto during the month. There is really no news of importance to report as yet. Everything is as flat as can be just now. The weather to date has not been favorable to lumbering and if the winter should continue mild the crop of logs harvested will be less than usual and have a tendency to stiffen prices. The outlook for the trade this season is by no means flattering. The South American market, particularly that of the Argentine Republic is demoralized, which will have some effect on prices and Americans are not expected to purchase as much this year as last. Most of the firms which handle pine deals did an unsatisfactory business last year, and as a consequence this product will probably be curtailed this year. Operators in the Ottawa valley should the weather be favorable, intend getting out about the same stock as last winter with perhaps an increase in the amount of square timber, or altogether probably nine or ten million cubic feet. It is expected that about the same quantities of oak and waney board pine will be imported from Michigan, Wisconsin and Ohio, or about 1,500,000 cubic feet. There has been no recent transactions in the Quebec timber market of any importance, the demand being confined to small lots for local consumption. Reports from merchants now canvassing the European markets, indicate that they have met with fair success in making sales for delivery the coming season. Some of the mills have succeeded in disposing of their cuts, but we find it very difficult to get the exact figures. The high rates realized at the recent provincial government sale of timber limits must have the effect of stiffening prices.

Several timber vessels have already been chartered on the other side for early sailing to the port of Quebec. More than the usual activity is reported in the sawlog business along the route of the Lake St. John railway this winter, and the quantity of logs

taken out will be above the average. In Nova Scotia the saw log business is progressing finely.

Some small contracts for sawn lumber for shipment to American ports—principally Buffalo and Whitehall—have been made at quotations. So far the outlook for the Quebec trade the coming season is not very bright, but it is perhaps too early to speculate upon its probable volume; but the indications are that the shipments will not exceed the average. The following are the total quantities of timber, masts, bow sprits, spars and staves, which have passed through the culler's hands at this port during the past year:

Waney white pine, 3,770,000 feet; white pine, 4,224,000 feet; red pine, 739,435 feet; oak, 1,359,660 feet, elm, 750,526 feet; ash, 250,558 feet; basswood, 2,635 feet; butternut, 1,573 feet; tamarac, 16,233 feet; birch and maple, 365,980 feet; spars, 33 pieces; standard staves, 78; H.I. staves, 124.

Following have been the ruling prices:

White pine—By the raft, inferior and ordinary, measured off, 20 to 25 cents, fair average quality, 25 to 30 cents; good and good fair average, 31 to 35 cents; superior, 35 to 41 cents; in shipping order, 30 to 44 cents; waney board, 18 to 19 inches, 38 to 40 cents, 19 to 21 inches, 40 to 45 cents.

Red pine—According to average and quality measured off, 18 to 30 cents. In shipping order, 35 to 45 feet, 25 to 35 cents.

Ash—Fourteen inches and up, 27 to 30 cents.

Elm—By the dram, 45 to 50 feet, 30 to 33 cents; 30 to 35 feet, 27 to 30 cents.

Oak—By the dram, Canada, according to average and quality, 43 to 48 cents; Michigan and Ohio, 49 to 52 cents.

Birch—Sixteen-inch average, 21 to 23 cents.

Tamarac—Square, according to size and quality, 18 to 20 cents. Flatted, 15 to 18 cents.

Staves—Merchantable pipe, according to quality and specification, $300 to $330. W. O. Puncheon, merchantable, $85 to $95.

Deals—Bright, according to mill specification, $115 to $120 for first, $78 to $80 for second, and $38 to $41 for third quality. Bright Michigan, $125 to $130 for first, and $90 to $95 for second quality. Bright spruce, $42 to $45 for first; $26 to $27 for second; $23 to $24 for third; and $18 to $21 for fourth quality.

Sawn Lumber—For shipment to Great Britain and the United States. Pine $15 to $18 per 1000 feet; birch maple and spruce, $11 to $12 according to quality and sizes.

FOREIGN.

The tendency of freights in Britain is at present weak, and 60s. is about the price from Quebec, but for moderate-sized vessels 62s. 6d. could still be obtained from Three Rivers. From the mills on the Lower St. Lawrence a line of vessels has been chartered at rates ranging from 60s. to 57s. 6d. to usual range of discharging ports. From New Brunswick ports, like Bathurst, 57s. 6d. has been fixed and is still offering. Nova Scotia rates are still fluctuating between 52s. 6d. and 55s., but there is no great business done.

In American hardwoods there is still a good trade doing at London, principally in lumber, logs being not so much sought after. At the beginning of 1889 all descriptions of Canadian timber were short in stock, with a good demand for birch, oak, elm and ash. In March there was scarcely a month's consumption on hand in ash or elm. An ample import of all kinds, however, came forward, and prices generally became weaker. A dull demand continued during the autumn, and we have now to face a heavy stock of each description, except elm, which is only moderate. Quebec timber prices are dangerously high for all shipbuilding woods. Messrs. Denny, Mott & Dickson think the supplies to this market, although moderate, have been difficult to sell at a profit on c.i.f. cost; but disagree as to stocks, which they say "are small", which "holders have still some months to work off, and are therefore in a sound position." Messrs. C. Leary & Co. say, of ash, that: "Quotations have been low during much of 1889, forced sales of logs of moderate quality having depressed the tone of the market."

The London Board of Trade returns for the month of December show a continued expansion of trade. The total exports for the month gave a value of £20,903,353 against £18,814,209 in December, 1888, showing an increase of business done of £2,089,144. For the twelve months the total exports amounted to £248,091,959. against £233,842,607 in 1888, being an increase of £14,249,352. The imports for December amounted to £38,267,934, against £37,940,625, showing an increase of £327,309. For the twelve months the imports show a greater proportionate increase than the exports, the value being £427,210,830, against £386,582,026, an increase on last year of £40,628,804, or about 13 per cent. The month's import of timber and deals shows a decrease as compared with the corresponding month of last year of 3,131 loads on sawn, but an increase on hewn amounting to 13,709 loads. The importation for the whole year, 1889, leaves an increase on the import of 1878 of 404,242 loads of hewn timber, and 982,666 loads of sawn, or a total surplus of 1,386,908 loads, not counting staves and mahogany.

SALE OF QUEBEC CROWN TIMBER LANDS.

The Government sale of Crown Timber Lands held at Quecec was well attended. The limits were adjudged subject to the following conditions of sale:

The timber limits at their estimated area, more or less, to be offered at an upset price to be made known on the day of sale. The timber limits to be adjudged to the party bidding the highest amount of bonus. The bonus and first year ground rent per square mile, to be paid, in each case, immediately after the sale. These timber locations to be subject to the provisions of all timber regulations now in force and which may be enacted hereafter.

The following is a complete list of the lots sold, with their upset prices, and where sold, the name of the purchaser, and the purchase price:—

UPPER OTTAWA AGENCY.

Limit N. ½, No. 12, 2nd range, Block A, 25 square miles, upset price $75, P. Fitzpatrick, $76.

S. ½, No. 12, 3rd range, Block A, 25, $75, P. Fitzpatrick, $76.

No. 583, River Ottawa, 15, $125, P. Fitzpatrick, $126.

No. 584, River Ottawa, 32½, $175, P. Fitzpatrick, $176.

No. 591, River Ottawa, 24, $125, Walter Ross, $126.

No. 592, River Ottawa. 25, $125, Walter Ross, $126.

No. 593, River Ottawa, 25, $125, Walter Ross, $155.

No. 594, River Ottawa, 25, $125, P. Fitzpatrick $160.

No. 595, River Ottawa, 32, $175, P. Fitzpatrick, $205.

No. 596, River Ottawa, 19, $175, P. Fitzpatrick, $260.

No. 597, River Ottawa, 31½, $175, E. Lauzon, $250.

No. 598, River Ottawa, 25, $175, E. Lauzon, $250.

No. 599, River Ottawa, 25, $160, E. Lauzon, $215.

No. 600, River Ottawa, 25, $125, W. Ross, $130.

No. 601, River Ottawa, 23, $225, E. Lauzon, $230.

No. 602, River Ottawa, 14, $225, E. Lauzon, $235.

No. 603, River Ottawa, 10, $225, E. Lauzon, $290.

No. 604, River Ottawa, 17, $225, E. Lauzon, $250.

No. 605, River Ottawa, 23, $150, G. B. Laflamme, $500.

No. 606, River Ottawa, 23, $150, G. B. Laflamme, $470.

No. 607, River Ottawa, 22, $175, P. Fitzpatrick, $310.

No. 608, River Ottawa, 26, $250, Hon. Jas. McShane $255.

No. 609, River Ottawa, 11, $250, Hon. Jas. McShane, $510.

No. 610, River Ottawa, 22, $250, P. Fitzpatrick, $565.

No. 611, River Ottawa, 17, $250, P. Fitzpatrick, $260.

No. 612, River Ottawa, 19, $250, P. Fitzpatrick, $260.

No. 613, River Ottawa, 19, $150, P. Fitzpatrick, $155.

No. 614, River Ottawa, 7, $125, A. H. Leggo, $605.

LAKE ST. JOHN AGENCY.

No. 126, River Petite Peribonka, 42, $15, H. J. Beemer, $17.50.

No. 134, Ouiatchouan West, 13, $15, Damase Jalbert, $16.

No. 135, Ouiatchouan West, 8½, $15, Damace Jalbert, $16.

No. 137, Lac des Commissaires, S. E., 30, $20, Prosper Lafontaine, $21.

No. 138, Rear des Commissaires, S. E., 20, $20 Prosper Lafontaine, $21.

No. 140, Rear Lac des Commissaires, S. W., 20, $20, Damase Jalbert, $21.

No. 150, Township DeQuen 23, $8, Price Bros. & Co., $9.

No. 159, River Cyriac, 16½, $20, Guay & Co., $29.

No. 160, River Cyriac, 26, $20, Price Bros. & Co., $20.50.

No. 161, River Cyriac, 36½, $20, Price Bros. & Co., $20.50.

No. 162, River Cyriac, 37½, $20, Price Bros. & Co., $20.50.

No. 163, River Pika, 51, $20, Price Bros. & Co. $20.50

No. 164, River Pika, 26¾, $20, Price Bros. & Co $20.50.

No. 165, River Pika, 23½, $20, Price Bros. & Co. $20.50.

No. 166, River Mistassibi West, 10, $6, H. J. Beemer, $11.

No. 167, River Mistassibi West, 10, $6. H. J Beemer, $9.

No. 168, Township Lateriere, B, 2, $8, Guay & Co. $8.50.

RIMOUSKI AGENCY.

Limit, River Humqui, No. 2, 6, $15, G. Marcoux, $15.50.

Limit, River Nemtaye, No. 3, 20, $15. G. Marcoux, $15.

SAGUENAY AGENCY.

Limit, River Manitou, No. 1 East, 30, $4. Adolphe Gagnon, 4.50.

Limit, River Manitou, No. 2 East, 30, $4, Adolphe Gagnon, $4.50.

Limit, River Manitou, No. 3 East, 30, $4. Adolphe Gagnon, $4.50

Limit, River Manitou, No. 1 West, 30, $4. Adolphe Gagnon, $4.50.

Limit, River Manitou, No. 2 West, 30, $4, Adolphe Gagnon, $4.50.

GRANDVILLE AGENCY.

Limit, Township Armand, range E, 2½, $12, William Pinet, $13.

Limit, Township Armand, 19, $12, G. H. Deschenes, $13.

Limit, No. 45, River Saint Francis, 14, $4, Alex. Belanger. $5.

Limit, No. 46, River Saint Francis, 16½, $4, Alex. Belanger, $5.

Limit, No. 47, Black River. 38, $4, Geo. Manchie, $5.

BONAVENTURE AGENCY WEST.

Limit, River Escuminac, 10, $12, Chas. Audet, $16.

Limit, Township, Nouvelle West, 9, $12, Chas. Audet, $12.50.

Limit, Glen Brook, 2, $12, G. B. Sowerly, $12.50.

Limit, Rear River Nouvelle, West, 10, $12, Chas. Audet, $12.50

Limit, Mill Stream, No. 2, 12, $12, W. S. Thomas, $12.50.

Limit, Rear Mill Stream, North, 10½, $12, W. S. Thomas, $12.50.

Limit, Rear Mill Stream South, 5, $12, W. S. Thomas, $12.50.

Limit, Township Carleton, 6, $12, John Leblanc, $13.

Limit, Township Ristigouche, 2, $12, J. B. Sowerly, $12.50.

SAINT FRANCIS AGENCY.

Limit, Township Emberton, 17, $20, F. Dudley, $33.

Limit, Township of Chesham, No. 1, 19⅓, $20, F. Dudley, $36.50.

Limit, Township of Chesham, No. 2, 26⅔, $20, F. Dudley, $61.

The Dodge Wood Split Pulley.

The Dodge Wood Split Pulley Co., of Toronto, whose extensive factory is at West Toronto Junction, inform us that they are exceedingly busy at this time. Alluding to their business they state the following facts:—The Goderich Organ Co., Goderich, Ont., have fitted their new factory throughout with the "Dodge" pulley. The Wilkinson Plow Co., who are just completing an immense new works at West Toronto Junction, are fitting it throughout with the "Dodge" pulley. The new machine shops of Messrs. Kerr Bros., Walkerville, Ont., are equipped with the "Dodge" pulley. The extensive additions which have recently been made to the Ontario Agricultural College, at Guelph, Ont., are equipped with the "Dodge" pulley; and the "Dodge" system of rope transmission of power, which transmits the power of a 20-h.p. engine a distance of 70 feet, is included in the equipment. The works of the Hess Mfg. Co., now being built at West Toronto Junction, will be equipped throughout with the "Dodge" pulley. The Rathbun Co., Deseronto, have just replaced their wire cable drive, extending between their cedar mill and car shops, a distance of 300 feet between shafts, with a "Dodge" system of rope transmission, carrying the power of a 50-h.p. engine. Messrs. J. McLaren & Son, lumbermen, of Ottawa, have lately adopted the "Dodge" system of rope transmission of power in their mills. Messrs. R. Lang & Son, Berlin, have just put in a 25-h.p. "Dodge" system rope transmission to convey power to an extension of their works recently completed. Messrs. Stairs, Son & Morrow, Halifax, N. S., have just purchased a carload of the "Dodge" patent pulleys for the Nova Scotia trade, in which they report a brisk business. Messrs. Wood, Vallance & Co., Hamilton, carry full lines of the "Dodge" pulleys, for which they have a large demand. Mr. T. W. Ness, 694 Craig street, Montreal, is agent in that city for the "Dodge" pulley, of which he carries a large stock. He reports that he is kept busy supplying the trade, his sales increasing rapidly. The Dodge Wood Split Pulley Co. inform us that they are now busy filling export orders for Europe.

THE NEWS.

ONTARIO.

—Gravenhurst is likely to have a pulp mill.

—Thos. Allen, lumberman, Perth, has assigned.

—James Graham intends erecting a saw mill at Lake Clear, on Quinn's creek.

—During the late storm about 60,000 feet of lumber were blown into the bay at Parry Sound.

—Mr. A. Bridge is building a new saw mill at Westbrook, and intends having it in operation about March 1st.

—Bronson & Weston are building two new flumes in connection with the smallest of their mills at the Chaudiere.

—Berry Bros., Providence Bay, have built a new sash and door factory and planing mill. The building is 70x40 feet.

—The Essex Land & Timber Company ship from Tilbury station for Detroit an average of five car loads of logs per day.

—Mr. J. R. Booth is having a new gang saw put in his mill at the Chaudiere, to increase next summer's sawing capacity.

—It is reported that Alex. Fraser, Westmeath, has disposed of his timber at Quebec and will therefore forego his journey to England.

—John French and J. Vanschryver have leased the mill at Roblin's Lake, Ameliasburg, and will manufacture barrels and staves.

—The Rathbun Co., Deseronto, have received an order for a thousand sash and twelve hundred doors to be shipped to South Africa.

—Mr. John McNevin has assumed the management of Bell's saw mill, at Kippen, and is now prepared to do all kinds of custom sawing.

—Lumbering has not been extra brisk up to the present on the Temiscamingue, owing to the scarcity of snow; but an average output of timber is expected before spring.

—The traction engine which Messrs. Perley & Pattee are introducing into this country has been dispatched to the firm's limits on the Pettewawa river. Lumbermen generally will look with interest for results.

—An extremely valuable timber limit changed hands a short time ago. Mr. R. Klock purchased from Mr. James MacLaren a limit of fifty square miles on Bear Creek for the large sum of $4,000 a square mile.

—The lumbermen are busy taking out logs in the Nipissing district, and the output bids fair to be a large one. There will be a large output of square timber on the French, Magnetawan and Commanda rivers.

—Mr. Chas. Tate, Merrickville, has purchased from H. Ryan, of Toronto, the grist and shingle mill at the Flats for $25,000. Mr. Tate will move his machinery from his mill at Merricksville to the mill purchased.

—The value of wood products exported to the United States from the Peterborough district during the year ending December 31, 1889, were: Lumber $124,417.96; shingles $20,000.93; lath $746.57 and timber $204.

—The annual lumber sale of the Nassau Mills, Peterborough, took place Jan. 10th. About 300,000 feet of cull lumber were sold at good prices. There was a fair attendance of local and district lumbermen and builders.

—Maitland, Rixon & Co's new saw mill on the bay shore, near Owen Sound, was blown to the ground during the recent gale. The building was a large frame structure, 30x100 feet, and had only been recently completed.

—The amount accrued to the excise department of Canada, upon culling of timber was, during 1888-89, $21,416.07. The revenue from these sources and from law, stamps of the Supreme and Exchequer Court was $50,033.89, or $4,001 in excess of the previous year.

—Mr. J. Punty has a large number of men in the bush on South River getting out square timber. Mr. Hull has put up a camp on the adjoining limit and is getting out saw logs. Large quantities of pulp wood are being got out and the shipments will be large this winter.

—At terrible explosion occurred Jan. 8, on the Ottawa river about 300 yards from the Queen's wharf. The explosion was due to the saw dust, and the gas generated from it. The hole in the ice was some 50 yards in circumference, hundreds of tons of ice were thrown up, great blocks of which were scattered in all directions.

—The statement of exports from the Ottawa consular district to the United States for the last three months of 1889, shows that trade between this section of the Dominion and the neighboring republic is steadily increasing. The total value of the products shipped to the United States during the last quarter of 1889 was $712,437, and of this amount only $134,095 was the value of goods designed for re-shipment.

—The monthly trade returns of the Dominion continue to indicate prosperity. The value of exports for the five months ending Nov. 30th shows a grand total of $56,876,132, against $48,700,565 last year. The value of the imports is given at $50,775,605, an increase of over $4,000,000, last year's figures being $46,694,284. The duty collected in 1889 so far as reported amounts to $10,264,123, and in 1888 to $9,838,698. The exports of the month of November were valued at $10,059,668, of which $1,834,593 were forest products.

—The first meeting of the Casselman Lumber Company was held at Casselman, January 16th, at which the following directors were elected: Messrs. J. G. Davis and John Cameron, Quebec; John Bradley and J. A. Flatt, Hamilton; Captain James Murray, St. Catharines, and J. J. Hargreaves of Casselman. At a subsequent meeting of the directors Captain Murray was elected president of the company, Mr. Bradley, vice-president, Mr. Davis secretary-treasurer, and Mr. Hargreaves general manager. The capital stock of the company is $220,000.

—The Saginaw Lumber & Salt Company will not put in any logs in Georgian bay this winter. The Emery Lumber Company, of which the Saginaw Lumber & Salt Company is a branch, is putting in 15,000,000 feet of logs on the Wahnapitae, and has built a logging railroad seven and a half miles long to haul the timber to the stream. The greater portion of these logs will be manufactured in Canada, as the firm has a contract with a Midland firm running two years yet. The bulk of the stock has been sold to a Boston firm. The company owns 200,000,000 feet of standing pine in Canada, enough for a 15 years' supply.

—The Deseronto *Tribune* of recent date says: "The stone mill made a very successful run the past season, beating all records, even the big one of last year, by a million feet and also, a very important matter, doing the work considerably cheaper than heretofore. The total cut was 30,890,395 ft. of 1 and 1¼ inch lumber. The lath mill also claims the broom, having lowered all previous records by 2½ millions lath, and a correspondingly increased output of other products, such as mouldings, panels, blind-slats, &c. &c. This is the more remarkable, as during the larger part of the season only two lath-machines were run, instead of three, as usual. During the portion of the season in which all three machines were in use (53 days) the magnificent average of 100,000 lath per day was maintained. Mr. F. Burr and all connected with this department deserve the highest praise. The mill ran 197½ days it may be said without a hitch, which speaks volumes for the efficient work done in repairs last winter, and also for the watchful care excercised by Mr. M. C. Dunn and his assistants over the machinery while running. The *Tribune* congratulates Superintendent H. C. Crawford and all his assistants on this splendid record.

QUEBEC.

—Montreal has voted to borrow a million dollars to spend on civic and harbor improvements.

—A. Trahan, lumber dealer and general merchant, Weedon, has assigned, owing $30,000.

—A bill rendering lumbermen liable for all damages caused to colonization bridges by the driving of logs will be introduced in the Quebec legislature.

—Mr. A. Lumsden, who bought Eddy's limits on Gordon Creek, is making some first class timber, which will be rafted to Quebec as soon as navigation opens in the spring.

—Next season promises to be a busy one for the lumber trade at Quebec. A number of vessels have already been chartered and large quantities of pine deals and other kinds of lumber are being piled on Louise embankment.

—Lumbering is going on on a very large scale this winter along the line of the Lake St. John Railway. The Roberval Lumber Company are making 120,000 logs for the supply of their large mill at Roberval, and all the other mills along the line are largely increasing their operations. Quantities of square timber, ties, telegraph poles and cordwood are also being made for the Quebec and English markets.

—The Quebec *Chronicle* says: A gentleman who has just returned from the Upper Ottawa, above its easterly bend from Lake Temiscamingue towards Quebec, describes that country as being rich in pine timber both white and red, and having large quantities of valuable hardwood. The soil and climate of this country, which is very level for a distance of one hundred and fifty miles, are described as being very good and offering exceptional advantages for settlement. Our informant states that all that is needed to create an enormous lumbering business in this new country is a railway, by means of which pine timber that now takes nearly two years to reach Quebec, could be brought here in twenty-four hours from the time it was cut. If this rich lumber district was in Wisconsin or Michigan there would be half a dozen railroads into it before now.

BRITISH COLUMBIA.

—C. E. Malette, lumber dealer, Victoria, has sold out.

—The Vancouver lumber mill, Burrard Inlet, was recently sold at a sheriff's sale for $8,000. The purchaser was a Mr. Talley from Michigan who intends going into the lumber business.

—A large quantity of saw logs and railroad ties are being taken out at Palliser and along the Kicking Horse river. W. C. Wells expects to get out four million feet board measure of spruce and fir saw logs.

—At a meeting of those interested in the Hastings saw mill, Vancouver, it was decided to enlarge the capacity of the mill four-fold. It is understood the general office will be removed to Burrard Inlet, Vancouver, with a branch office at Victoria.

—Mr. W. Sutton, of Cowichan, is said to have concluded arrangements with a party of Michigan lumbermen to take over his saw mill property at Cowichan. The cutting capacity of the mill is to be increased to a daily output of 100,000 feet.

—A. Haslam, proprietor of the Nanaimo saw mills, has perfected arrangements for the establishment of a sash and door factory in the large building opposite the Nanaimo gas works and which was built and occupied many years ago for a similar purpose. The factory is expected to be in operation this month.

—At a meeting of the creditors of Leamy & Kyle, of the Commercial mills, Vancouver, recently held in that city, it was agreed to give the firm an extension of 3, 6, 9 and 12 months in which to discharge its liabilities by four equal instalments. The arrangement gives general satisfaction and it is hoped that the firm will enjoy a season of prosperity in the continuance of its business.

—The Brunette Saw Mill Company's mill of New Westminister, which was shut down during the cold spell, has started up again, and is running with a full crew. The firm has also a large force of millwrights on their new mill, the foundation of which is completed and the first floor laid. The piles are all driven for the new boiler house, and they are driving now for the burner. When this is done they will have driven six hundred and fifty piles in their foundations. The company intend to have their new mill running by April 1st. All the machinery in this mill will be new and of the very best that can be produced. All the machinery in the old mill has been sold, and will be removed when the new building is ready. It will be replaced by a complete outfit of sash and door machinery. The company will then have one of the most complete establishments on the coast for the manufacturer of all kinds of building material. They will also put in new box-making machinery, which will more than treble their capacity for turning out salmon cases, which the company are making a specialty of. There are now about seventy-five men employed, to say nothing of the number it takes to supply them with saw logs. It will probably take twice as many to keep the establishment running next season.

MANITOBA AND THE NORTHWEST.

—The Alberta Lumber Company, Limited, will ask Parliament to legalize and confirm the bonds issued by the company for $150,000, changing its head office from Winnipeg to Minneapolis, Minnesota, reducing the number of directors resident in Canada from three to one, and authorizing the holding of the meetings of directors and shareholders in Minneapolis.

—J. A. Christie, of Brandon, has fifty men in the Riding Mountains where he intends taking out 3,000,000 feet of logs besides 125,000 ties. These will come down the Little Saskatchewan. He also has 1,000,000 feet of logs lying at the mouth of the Birdtail, which were cut year before last and were caught by low water. Farther up the Birdtail he has the entire cut of last season 3,000,000 feet, which never moved from where they were rolled down the bank. It is expected that the entire stock will arrive at the Brandon mill next season. Besides this stock McArthur & McCrea, who have purchased the old Leacock limit from the Federal and Merchants' banks, are negotiating to send 5,000,000 feet here for manufacture by Christie. This firm are also getting out large stocks of ties for the N. W. C. and M. & N. W. Malcolm Thompson, of Rapid City, has bought the right to cut held by Mitchell & Bucknell on Shell river and is taking out ties there in large numbers for the Central and M. N. W. He has also purchased a limit on the Saskatchewan which he is now operating.

—Williams & Willoughby will open up a lumber yard early in the spring at Regina.

—The machinery of the Lake Dauphin saw mill has arrived at Strathclair, Man., and will be hauled to its location. Roberts & Crawford will run the mill.

—Notice is given that the business of the Galgary Lumber Co., limited, The Coal Creek mine has been transferred to the Canada Northwest Coal and Lumber Syndicate.

—Mr. S. R. Marlatt, who has been manager of Dick, Banning & Co.'s lumber business at Portage la Prairie for the last five years, has severed his connection with that firm. He will enter a new firm to be established at the Portage to be known as the Portage Lumber Co.

NOVA SCOTIA.

—There are more men engaged in the lumbering industry in Cumberland county this winter than any winter previous.

—A Winnipeg lumberman estimates that next season's cut at Rat Portage and Keewatin will be about eighty million feet.

—Owing to the enforcement of the law pertaining to the throwing of mill refuse and saw dust into the streams, the lumbering business in Lunenburg county is greatly restricted.

—The total shipments of deals from Parrsboro for the past season was 32,000,000 feet. This is 500,000 feet more than ever before. The number of vessels engaged in carrying this lumber was 47 with a total of 34,618 tons.

—The firm of N. & A. Locke have a large gang mill about a mile above the Freeman's, which has all the modern improvements attached. They have been doing an extensive business with the West Indies; but they have recently closed up the mill, and the few logs which they have yarded in the woods are for sale.

—The outlook for lumber this season in the vicinity of Jordon River is very promising, particularly if the present hard weather continues. Messrs. S. Freeman & Co. have about fifteen teams in the woods and the timber is being put to the river in large quantities. Their mills are favorably situated on the lower part of the Jordon river about a mile from shipping, and the lumber is easily handled either by raft or scow. They also have two wharves, one a mile from the mill and another about four, one being used for winter shipments as well as a large tonnage which they are unable to land at the upper wharf. The firm manufacture principally deals.

—The year just closed has been a more prosperous year for the wood trade than any of its immediate predecessors. The trans-Atlantic exports of 1889 were the largest since 1883. Comparative figures are as follows:—

MARITIME PROVINCES GENERALLY.		NOVA SCOTIA.	
1882	376,000,000	1882	85,000,000
1883	411,000,000	1883	78,000,000
1884	333,000,000	1884	69,000,000
1885	292,000,000	1885	79,000,000
1886	276,000,000	1886	87,000,000
1888	277,000,000	1888	85,000,000
1889	369,000,000	1889	93,000,000

—The development of Nova Scotia's trans-Atlantic deal trade, it will be seen, is much more recent than that of New Brunswick, and its forest area is, therefore, inviting the operators. The government of Nova Scotia has no stumpage system, such as prevails in the other provinces of the Dominion, but sells its timber lands to the first applicant at 40 cents an acre. The stumpage tax, which has been greatly increased by the government in order to provide funds for its extravagances, is more onerous in New Brunswick than any of the other provinces. It now amounts with mileage charge added, to $1.50 a thousand feet, a sum about equal to the cost of production.

AMERICAN.

—There are over 35,000,000 shingles on hand in the Saginaw Valley.

—A lumberman tells a correspondent of the St. Louis *Globe-Democrat* that in the forest fires in the Northwest enough timber has been burned last year to pay half the national debt, and yet its loss had made no apparent impression on the stupendous fir woods.

—The cut of the Minneapolis mills last year is given at 275,855,648 feet of lumber, 138,196,000 shingles and 63,620,290 lath. In comparison with the cut in 1888 this is 61,807,653 feet less lumber, 31,459,860 more shingles, and 9,553,030 less lath.

—Reports from the south are of the most gratifying character concerning the prospective industrial activity, showing that many millions of capital is being transferred from the north, which will soon be utilized in the development of the timber, iron, cotton and other resources of the Southern States.

—A Lumberman's National Building Association has been formed in Chicago with an authorized capital of $50,000,000, with W. B. Judson, proprietor of the *Northwestern Lumberman* as president; Chas. L. Hutchison, president of the Corn Exchange Bank, treasurer, and the Northern Trust Company of Chicago with $1,600,000 capital as trustee.

—Twenty-four saw mills, having a daily capacity of 589,000 feet and 21 planing mills, with a capacity of 555,000 feet, are now in operation in Nashville, besides 20 lumber yards. In 1889 200,000,000 feet of lumber were handled, on an invested capital of $4,327,000. Prewitt, Spurr & Co. own the largest wooden-ware establishment in existence. Their principal output is red cedar ware, requiring the employment of 200 men. Three box factories, employing 140 hands, furnish the supply of poplar boxes to candy, cracker and other companies. Seven furniture and show case manufactories employ 350 hands. Seven hundred men are employed by 17 carriage and wagon manufactories, which consume annually 3,130,000 feet of lumber.

—The lumber committee of the Buffalo Merchants Exchange has made a recent report stating that the trade for the year has been good, prices stable and uniform, great scarcity of cars, good return on investments, and estimate the lumber on hand now at 125,000,000 feet. The lumber committee for the year of 1890, recently elected, is composed of the following dealers: John I. Stewart, Calvin P. Hazard, O. S. Laycock, Charles J. Hamilton and James Crate, The lumber receipts for 1889 have increased 16 per cent. over ten years ago, while with Tonawanda, together it has increased 75 per cent. The receipts for 1889 were 342,525,000, while with Tonawanda the receipts were 1,043,790,200 feet, making this region the largest lumber mart in the world. The canal has had most of the shipments on account of the scarcity of the cars, and the lake trade was very large.

MISCELLANEOUS NOTES.

—J. W. Carpenter, lumberman, Maxville, Ont. has assigned.

—Wm. Pattison, saw miller, township of Culcross, Ont., has assigned.

—The season's lumber business on Lake Winnipeg is much better than was expected.

—A large quantity of timber which is now being cut in Algoma will come down the Thessalon river.

—Forest products to the amount of $838,898 were exported from Canada during the month of December.

—J. & L. B. Knight, Musquash, are running a gang mill, cutting small hard spruce, and are turning out 45 M 2 and 3 inch stuff every day.

—There is plenty of snow in the woods in the Nipissing district, and the lumbermen are busy hauling while the roads are in good condition.

—The weather is at present in good shape for lumbering operations in the vicinity of Parry Sound, and lumbermen are now in a fair way for getting out a good season's cut.

—The tug *Belle* recently lost a boom of 400,000 feet of logs which were being brought down for the Hastings Saw Mill at Vancouver, B.C. The sea was very rough and not two sticks were left together.

—The estimates of the season's cut of logs in the Ottawa district is placed at 4,000,000, as compared with 4,750,000 made last year. The estimate for square timber to be made is 8,000,000 cubic feet, showing a very large increase over last year.

—The Quebec government have submitted to the legislature a resolution setting forth that the right of the license under section 3 of Act 52 Victoria, chapter 16, to cut under such license the merchantable timber on any lots sold for colonization or farming purposes, and which are included in his license during thirty months from the date of location ticket, applies only to the lots sold in the territorial limits of the forest reserves established by the order-in-council of tenth September, 1883, and of the tenth of January, 1884.

THE TIMBER TRADE OF NEW BRUNSWICK AND NOVA SCOTIA.

J. B. Snowball Reviews the Trade of the Past Twelve Months.

The winter of 1888-9 was a favorable one for logging operations, and all the cut in this section came to market early. In this respect we were much more favored than other timber districts. Considerable St. John stock only arrived at market about the close of the season, and driving expenses were excessively heavy. The shipments from this port were the largest since 1883, showing an increase of 37,000,000 superficial feet over last year, the larger portion of which is compensated for by reduction in the stock being wintered, which is the smallest on record, and the stock at outports are almost nil. The total export from the province was 369,000,000 or 92,000,000 superficial feet more than last year, the largest since 1883. The exports from Nova Scotia ports also show a small increase. The stock wintering at St. John is computed to be 16,000,000 superficial feet—a little over half of which is manufactured. Thirty millions superficial feet was the stock at the same date last year. Of the 180,000,000 superficial feet exported from St. John to Europe the past season, 45,000,000 came from Nova Scotia, and 35,000,000 from New Brunswick Bay of Fundy ports, leaving only 100,000,000 for the production of the St. John river and its tributaries and the contributing districts which send their deals to St. John by rail.

The direct export from Nova Scotia to Europe was 92,000,000, and adding the 45,000,000 shipped via St. John, brings the total to 137,000,000—a formidable showing—and as Nova Scotia has a better West India and coastwise trade than New Brunswick, her export of wood goods generally, compared with her timber area, largely exceeds that of New Brunswick.

The development of Nova Scotia's trans-Atlantic deal trade is much more recent than that of this province, and its forest area is, therefore, inviting to operators. Its government has no stumpage system, such as prevails in the other provinces of the Dominion, but sells its timber lands to the first applicant, at 40 cents per acre. The sales thus made, in each year, from 1883 to 1888 inclusive, were 35,000, 37,000, 13,700, 36,796, 25,995 and 27,809 acres, or 176,300 acres in the six years. The returns for last year are not made up, but it is officially stated that the sales of 1889 were much larger than those of any of these years.

The operations in the forest this season are larger than prospects justify. Shippers are all anxious to curtail, but operators getting logs for the markets elated by last season's success, having increased their productions and—forcing beyond their facilities—are working at an extra first cost, which they are not likely to realize.

The weather so far has been very favorable for winter operations, and the scarcity of skilled labor and high rate of wages are the only drawbacks. The export for next season, however, will not probably be any larger than it was this, as an average winter stock held for 1890 will more than take care of all the surplus.

The substitution of steam for sailing vessels is not looked upon with much favor by shippers or buyers of cargoes; still, steam is likely to monopolize the future trade. There were 27 steamers loaded at this port last year, against 18 in 1888, and 7 in 1887.

WARNING THE LUMBERMEN.

Referring to the stocks of wood goods at Liverpool, the *Timber Trades Journal* says although the deliveries during the month of November were very favorable yet the imports overran them. "We think it our duty," continues the *Journal*, "to those amongst our subscribers abroad who are engaged in the lumbering business to advise caution if they wish to save themselves from trouble in the future. There is little doubt that a portion of the spruce deals which went overside on arrival, and were forwarded to Manchester, were not going into legitimate consumption, but they were going there to be stored on Liverpool merchant's account. It follows, then, that whatever the amount may be, whether large or small, it should form as much a portion of the Liverpool stock as if it were in the merchants' yards at the Canada dock. The case is the same at Fleetwood. No stock is affected by these circumstances so greatly as spruce deals, and it is upon the lumbermen, millowners and shippers of these goods that we specially urge our remarks." The *Journal* hopes that the operations in the woods during the coming logging season will be moderate as regards birch timber, as the stock of timber and planks together is not less than 296,000 cubic feet, or nearly two and a half times as great as that of last year, with more to arrive before the season closes. The stock of New Brunswick and Nova Scotia deals at Liverpool, Birkenhead and Garston, for the month ending December 1st, is placed at 20,136 standards, and the consumption 7,285 standards.

RAMBLING NOTES.

Tid-Bits of News and Gossip Affecting the Lumber Interests, Picked up Here, There and Everywhere.

By Our Travelling Correspondent.]

LINDSAY.

This is a flourishing town, with a population of some 6,000 people, the county seat of Victoria county. It is situated on the Scugog river, which furnishes power for a number of saw, flour, planing and other mills. It possesses good railway facilities, being on the line of the Midland railway, the various branches of which extend in various directions. It has also steamboat communication to different points ; has good agricultural surroundings, and more than the usual complement of public buildings, churches, schools, stores, etc.

The Rathbun Co., of Deseronto, have an agency here, and there are also the following firms representing the lumber interests:

Messrs. Killaby & Kennedy, wholesale and retail lumbermen, have been established for the last six years, and ship largely to Toronto and Buffalo. Their saw mill is located at Burnt river.

Messrs. A. W. Parkin & Sons, have been established 17 years ; have a shingle mill with an output of eight millions per year ; cut from their own limits at Somerville ; have a steam tug on the river, and furnish the power for the electric lighting of the town.

Messrs. Green & Ellis is one of the oldest and best known firms in this part of the country. They are manufacturers and wholesale dealers in lumber, their annual output being about five millions. They also operate at Fenelon Falls.

Messsrs. Sadler, Dundas & Co., wholesale and retail lumber merchants, established 28 years. They also have a large saw mill, and cut from their own limits, and also do custom work.

Mr. John Dovey has a shingle mill, with an average output of six millions a year, and cuts from his own limits on Burnt and Gull rivers. The boiler in his mill burst recently, when Mr. Robert Poles, his engineer, was instantly killed. The mill is now in full work ing order again.

Mr. D. B. MacNab has a portable saw mill for custom trade and has been established 15 years. He is doing a good trade.

Messrs. Ingle & Ryley have a sash, door and blind factory, established 20 years. Their trade is principally local. There is also a small saw mill, run by Mr. Rodd.

SMITHS FALLS.

This is a smart little town, of some 4000 inhabitants, and is located on the Rideau river. It has 7 churches, 4 public schools and some good stores. It is in a good agricultural district, and has a very large agricultural implement manufactory in its centre, owned by Messrs. Frost & Wood, who employ 300 hands. The lumbering interest is represented by a small saw mill for custom work owned by Mr. Woods ; Messrs. Beckett Bros.' door, sash and blind factory, (who are also contractors and lumbermen and have been established 8 years), and Mr. George Steele's, Jason Island planing mill and door, sash, and blind factory, which has been established 3 years.

NEWMARKET.

The only firm in this town in which we are interested is that of The William Cane & Sons Manufacturing Company, who have been established 25 years as lumbermen, and for past 15 years have operated a sash, door and blind factory, saw mill, and their now widely known woodenware manufactures to their previous industries. This is a very extensive concern employing some 150 hands, where, with the very latest and most improved machinery, they turn out every class of mouldings, etc. for complete housebuilding, as well as tubs, pails, washboards and clothes pegs, and are the only firm in Canada who make a speciality of impervious packages.

CARLETON PLACE

Is a rising incorporated village on the banks of the Mississippi river, which affords water power for its woollen, planing and other mills, and has a population of nearly 4,000.

The Canada Lumber Company, Ltd., is located here, with Mr. A. H. Edwards as managing director. They have been established 25 years, and do a very extensive business. Their own limits extend over an area of some 800 square miles, and during the past year they cut about 40 millions, all of which, with the exception of that required locally, was shipped per C. P. R. to the United States.

Mr. William Caldwell's Mississippi steam saw mills, are also located here. He is also a wholesale and retail lumber merchant, has been established 20 years, and handled 11 millions during the past season.

Messrs. Moffat & Co., who have been established 18 years, have a sash, door and blind factory, where they manufacture all kinds of timber for building purposes. They also have a shingle mill in connection.

Mr. A. Nichols has a planing mill and sash, door and blind factory, and does local custom work.

Among the other industries of the town are Messrs. John Gilles Bros.' cotton mills, the iron works of the C. P. R., and the Canada Central machinery mills.

UXBRIDGE.

This is a smart, solid little town, with a population of about 2,500, and is situated on Beaver Creek. At one time large quantities of lumber was shipped from Uxbridge, but the lumber of the district having been consumed other industries have succeeded for the benefit of the town, such as flour and woollen mills, tannery, organ and furniture factories, etc. At present the lumbering industry is represented by Mr. R. P. Harman, who has a sash and door factory and turning mill for custom trade ; by Messrs. Vickers Bros.' sash, door and blind factory ; and by Mr. J. G. Goulds' small saw mill for custom work.

GRAVENHURST.

This was one of the best centres for lumbering in this part of the Dominion ; boasted 8 saw and 6 shingle mills, and an immense trade ; but the disastrous fire some three years ago devastated the whole town and made it a heap of ruins. But, like Chicago, after the great conflagration of 1870, Gravenhurst is budding forth in greater glory than before, and huge blocks of splendid buildings are arising on every side, and she is nearly "herself again."

As the lumbering interests of Gravenhurst have been previously written up in THE LUMBERMAN I will content myself with but a passing notice.

Messrs. Mickle, Dyment & Son have two saw mills here and one at Windermere. They, like many others, make grave complaints against the G.T.R. for insufficiency of rolling stock in shape of freight cars. They say Toronto is blocked regularly every 14 days during shipping season, and their business is greatly and injuriously effected in consequence. They alone require some 15 cars a day in season and only get an average of two. So they closed their mills much earlier this season, as their stocks are so very heavy and cars could not be had. The firm sent a deputation to Toronto to wait upon G. T. R. authorities, and were told "we are building 1,000 new cars," but what are 1,000 among so many?

Messrs. McBurney & Laycock have a steam saw mill located here, established 13 years, and cut about 5 million feet a year, getting logs from their own limits in Muskoka district.

Mr. John McNeile, has been established 10 years here ; manufactures 7½ million shingles and 1 million lumber a year and is doing a successful trade.

Messrs. Thompson & Baker's saw mills are located here. Have been established 12 years ; and cut from their own limits and custom work.

There are also a shingle mill owned by Mr. Isaac Cockburn ; a planing mill run by Mr. Thomas Gale ; and Mr. A. P. Cockburn is also interested in the lumbering business, and the Navigation Company's office here.

Mr. T. B. Tait, who used to operate here has now a large shingle mill at Burk's Falls.

BRACEBRIDGE.

A charming village on the Muskoka river, the North Falls of which (60 feet high) give immense water power for the woollen, saw and planing mills located here. It is also a favorite summer resort of the tourist and sportsman, fish and game being plentiful and close at hand.

Messrs. Leishman & Sons have been established here as lumber, shingle and lath manufacturers for some 10 years and previously in Ottawa. Their output averages three millions lumber and four million shingles each year. They cut their logs from their own limits in the district.

Mr. J. D. Shiers' lumber, lath and shingle mill has been operated here for past six years. Output about four millions a year. It is shut down for the season, and he has 70 men in the camps on his own limits for the season's logging.

Mr. S. Brown has been running a shingle mill here for 6 years past with an output of 5 millions a season, getting his logs from his own limits in Muskoka district.

Mr. James Dollar does a very extensive business here as a lumber and shingle merchant, and possesses a wide knowledge of the operations in lumber in the Muskoka district.

Mr. Thos. Perry also has a small lumber and shingle mill here, but I had not the pleasure of seeing him during my ramble in Muskoka.

FALKENBURG.

A small village, 5 miles from Bracebridge. There is only one small saw and shingle mill here, owned by Mr. M. Moore, who is also postmaster, and has been established about 12 years.

WINDERMERE DISTRICT.

Messrs. Thos. Clarke & Sons have a saw, shingle and planing mill at Windermere, Lake Rosseau, with an output of two million of lumber and about a half million shingles, and are a very old established firm.

The old saw mill at Dee Bank has been condemned and a new one is in course of erection, and will be run next season by Messrs. Thomas Clark & Sons, of Windermere.

Mr. Muchinbachers has a water power saw, planing and lath mill, and a steam power shingle mill at Rosseau Falls, and does a good trade.

Mr. John Hutton runs a steam saw mill on Muskoka Lake.

HUNTSVILLE.

A flourishing village on the Muskoka river, which supplies water-power for the industries on its banks.

Messrs. Hobson & Wilson now run the water-power lumber and shingle mill previously operated by Scarlett & Fetterly.

Messrs. Heath, Tait & Turnbull have an extensive steam saw, lath and shingle mill here ; having 3 shingle machines, with an annual output of 15 million shingles, 3 million feet of lumber and 2 million lath. They take all their logs from limits of 70 square miles in Muskoka district, and ship to Toronto, West, and Great Britain. They employ 150 men.

Mr. John Whiteside, has been established here as a wholesale and retail lumberman for past 16 years, and has a steam lumber and shingle mill, cuts his logs from his limits near home and does a custom trade.

Messrs. M. Brennen & Sons, of Hamilton, have a steam lumber, shingle and lath mill located here. Average output per year two and a half millions lumber, two million shingles and one and a half million lath,

The Whaley Lumber Company have purchased the old mill here lately run by Mr. John McConnachie, and are about rebuilding a new mill on the site of the old one, on a more extensive scale to be run by steam power. This firm are taking out now a large quantity of logs ready for working the new mill in the spring.

Messrs. John Milne & Son have a steam sash, door and blind factory here. They also manufacture furniture and broom handles. Messrs. Tutton & Sons, Engineers, of Orillia, have just completed the order for machinery for the broom handle factory and Messrs. Milne & Sons have an order for 200,000 handles to commence with. May they go on and prosper.

BURK'S FALLS.

A snug little village in Parry Sound district, only settled in 1879, but is growing apace, and has a good future.

Mr. T. B. Tate, late of Gravenhurst, has re-modeled an old mill here and converted it into a smart steam shingle mill, with an average output of 4 millions, and

as an old subscriber to your journal I wish him every success.

Messrs. Knight Bros. have a planing mill and broom handle factory and a sash and door factory here. They also prepare large quantities of spruce for pulp and ship it to the U. S. They can turn out 2,500 handles per diem.

Messrs. Gall & Anderson own a water-power lumber and shingle mill here, where they turn out three millions lumber and one million shingles each season.

Mr. John Hobert has a steam lumber and shingle mill here also.

Mr. R. H. Menzies has been running for past 2 years a lumber and shingle mill in same place.

PENETANGUISHENE.

This old town of "rolling silver sands," as its long name implies, was a military station so far back as 1812. Its military glories have departed, and it has now settled down as a thriving lumbering district, and also ships large quantities of fish and furs.

The C. Beck Mfg Co. have two steam saw mills, and a shingle and planing mill located here. They have been established 15 years; the average output being about 15 millions of lumber a year, cut from limits in the Spanish, French and Shawanaga rivers districts. They ship to Toronto and West as well as to Buffalo and other parts of the U. S.

Messrs. Geo. Copeland & Sons, have a small water-power saw mill here, established 40 years. They average about a half million only per year, cut from their limits for local trade only, and have just put in a new circular saw. They also own two large grist mills with a 250 barrel a day capacity, which furnishes the flour for the "staff of life" for the surrounding country.

Messrs. McGibbon & Son, have a steam saw, lath and lumber mill here; established 37 years; capacity, three millions lumber and one million lath. They cut from limits in vicinity and ship to Toronto, Sarnia and Oswego. They have a yard and planing mill at Sarnia. Mr. C. McGibbon, Jr., is Warden for the county of Simcoe.

Across the bay are located the two steam saw mills of Mr. D. Davidson, wholesale and retail lumber and shingle merchant. He cuts about three millions a year; ships principally hardwoods to the U. S. He says hardwoods are firm in price, and pine here, as in many other parts of the Dominion, is becoming very scarce. Whilst crossing the bay to visit Mr. Davidson, the writer of these rambles had such a severe shock to his system through a slip on the ice that for some days thereafter he was expected to "Hop the Twig" and ramble in another world where, lumber it is hoped, will be unknown as well as ice.

BARRIE.

This flourishing town is on Kempenfeldt Bay, Lake Simcoe, and lumbering was at one time a far greater industry than at present. Others have taken its place. Still the headquarters of Messrs. Mickle & Dyment, who operate in many places, are located here, and they have a large steam saw mill close by on the lake shore and do a very extensive shipping trade.

Messrs. Vansickle Bros. have also a steam lumber and lath mill at the head of Kempenfeldt Bay, where their average output is three and a half million a year, which they cut from their limits in the district.

Messrs. Finlay Bros. also own and run a small water-power saw mill at Midhurst, near here, with an estimated output of one million a year.

The Barrie sash and door factory and planing mills, owned and operated for past 25 years by Mr. George Ball, is doing a very extensive business. It is said it was the first planing mill established in the county.

Mr. A. Rankin has for the last 20 years had a small planing mill and sash and door factory in this town, and is also a builder and contractor. His business is purely local.

ORILLIA.

Any stranger rambling in this town cannot fail to be struck with the magnificence of its situation on Lake Couchiching, and the admirable manner in which its streets are laid out, and will vote it at once a haven for the tourist or summer idler; but rambling on lumber interests, (except as the residence of several lumber magnates, whose works are elsewhere) it did not strike me as being a lumbering town.

Mr. P. Madden has a sash, door and moulding factory here, established about 12 years; Mr. J. R. Eaton, Mr. W. H. Hammond, and Mr. G. Robins, have each smaller mills here, but they were away during my visit and I could not get any information from them.

Last, though not least, Messrs. Tutton & Sons, have the "Old Orillia Foundry" where they manufacture every description of machinery used for grist, shingle and saw mills, and are well spoken of by our lumbermen friends.

Orillia possesses many fine public buildings, private residences and good hotels. Among the latter from personal experience I can highly recommend all visitors to try that owned and presided over by Ned Moore—the Grand Central. They will find mine host a good sportsman and an all round good fellow.

LONGFORD MILLS.

This is a small but pretty village, situated on Lake St. John, and has a station on the Midland branch of the G. T. R. and is about seven miles north of Orillia.

What the Messrs. Rathbun are to Deseronto, the Longford Lumber Co. is to Longford, but on a smaller scale of course. This company (whose president and general manager is Mr. William Thomson) has been established here some 20 years as lumber, lath and shingle manufacturers. They have two steam saw mills with an average annual output of 18 million feet of lumber, and a shingle mill with 10 million shingles capacity. They have also a large woodenware manufactory in Orillia, whose productions are well known throughout the Dominion. Their lumber, cut from their limits of 150 square miles leased from the government, as well as from 50,000 acres of deeded land in the township of Longford, is shipped principally to Boston, Ogdensburg and different points in the United States. Mr. Thomson, Sen'r, the founder of this now great firm, died in June, 1881, and the surviving members of his family have erected a neat church, capable of seating 175 persons, close to the mills, a sacred memorial of his goodness. There are also about 40 dwelling houses for the lodgment, and a general store for the convenience of supplies, for the employees of this firm. There are also public school buildings and a strong brass band in connection with this model firm and village. Mr. Hall the courteous manager of the firm, informed me at time of my visit that they had 12½ millions of lumber on hand, 7 millions sold, 7 million logs at mills, and they were taking out 15 million more logs this season.

The Rama Timber Transport Co., Ltd., of which company Mr. William Thomson is president and general manager, own a canal to convey logs from Black river to Lake St. John, and also have a tramway for taking logs out of Lake St. John and putting them in Lake Couchiching. They employ 50 men for five months in each year and have facilities to sort and tow 50 million in the season.

RAMA.

Messrs. A. McPherson & Co. have a saw and shingle mill located here. They have been established 12 years, with an annual output of four millions lumber and five million shingles; they cut from their own limits at Oakly and also buy from settlers and ship to Toronto, West and the United States.

R. O. D.

CASUALTIES.

Joseph Edmond, employed in Eddy's mill, Hull, had three of his fingers smashed recently.

Augustin Leclere was killed at Chicoutimi recently while assisting in felling a tree.

Jno. McLean, a shantyman from Ottawa, had a leg broken while logging on the Kippewa.

Joe Lindsay had his foot badly cut by a circular saw in P. Wartman's saw mill at Yarker.

A young man named Campbell had a hand taken off by a planer in Gilmour's mill, Trenton.

Peter McGrath, while working in Shook's mill, at Corbetton, had his hand badly lacerated by a saw.

Geo. Burgett had one of his legs crushed underneath a log while working at Edgar's mills, Colchester South.

The Canada Lumber Company had two tall smoke stacks blown down during the recent gale at Carleton Place.

A lumberman of St. Henri de Levi had both of his legs broken by a falling tree while at work at Black Lake, Que.

Mr. Greensides Sr., of Mitchell, Ont., while working in the mill yard at Monckton, had one of his legs broken by a log rolling on him.

Mr. Charles McFarlane had his face badly cut by a deal end that was hurled from a circular saw at Mr. Snowball's mill, Chatham, N. B.

Mr. Steven Brooks, of Severn Bridge, who works in Mr. Rainey's mill, had a thumb and finger nearly severed from one of his hands a few days ago.

One of the men working in McBarren's camp on the White fish, Manitowaning Island, Ont., was caught by a falling tree and had both of his legs broken.

A young man named James Scott, who was working at Smith's camp, in Algoma, was so badly injured by a log rolling over him that he died four days after.

A Gatineau Point man named Laroche, who was attending a saw in a small mill back in Templeton township, had the misfortune to have his hand almost severed from the arm.

Narcisse Dupont, of Ottawa, had both his feet and hands frozen while working in the woods on the Upper Ottawa. It is thought he will have to undergo the amputation of all the limbs.

David McLeod, of Ottawa, was attacked by a pack of wolves while working alone in the woods on the Calabogie. Timely assistance saved his life, as it was he was badly injured.

Thos Upton, who got severely crushed on left side of the abdomen and left leg in the lumber camps near Parry Sound, about a month ago, has had his left leg amputated, gangrene having set in.

Mr. Dean, of Barrie, Ont., running a shingle mill in McMurwhile in the act of cutting a block of wood, his foot slipped, rich, causing the axe to fall in such a manner as to sever his left hand at one blow.

John Montgomery, a youth of about sixteen years of age, who was at work in Messrs. Marois' mill, on Rondeau lake in the Gatineau, had his left arm almost severed close to the wrist by coming in contact with a circular saw.

At St. Ephrem de Tring, Beauce county, Que., Napolean Hamel, 32 years of age, was struck on the leg so violently by the breaking of a saw that it was deemed necessary to amputate the limb. Before the operation could be performed the unfortunate man died.

A man named Lariviere, employed by Pierce & Co., on their Coulonge limits, above Booth P. O., Quebec, was working too near one of the log makers, whose axe glanced and struck Lariviere on the calf of the leg, cutting down to the heel. Lariviere bled to death.

EXCHANGE ECHOES.

Southern Lumberman.

Young fellow, do you want a good, permanent, and paying job? If so, you begin now to learn how to hammer, set, swage, file, and run a band saw better than the other fellows are doing it, and you are just as good as elected to the position. Behold, the band saw mill is here to stay, and the laborers who can run it are few. Be wise in time and master a trade that will insure profitable employment for many years to come.

FIRE RECORD.

The steam saw and shingle mills of Mr. D. C. McLean, on the line of the Kingston & Pembroke railway, was destroyed by fire recently. Loss, $4,500; no insurance.

A building belonging to D. W. Clark & Sons, Carleton, N. B. containing a saw and shingle mill and an electric light plant was burned Jan. 10th. Their loss is estimated at $10,000 to $12,000, with small insurance.

The "Dauntless" Shingle Machine.

The following letter, which speaks for itself, is a sample of the flattering testimonials received by Mr. F. J. Drake, of Belleville, manufacturer of special lines of saw and shingle machinery :—

MADOC, Sept. 25th, 1889.

Mr. F. J. Drake, Belleville, Ont.

DEAR SIR,—Your "Dauntless" Shingle Machine, with improved Saw Edger and Shingle Packers, has proved a first-class mill in every respect. We run the 40 in. shingle saws 1,700 revolutions per minute, and the machine has so little vibration that we could write on it while running at that speed. As to capacity, we can make more shingles per day, and more from the same quantity of timber than we ever did or could with the best self-acting machines made in Canada. Our sawyer offers to put up a "month's wages" that he can saw 60 M shingles in one day (11 hours) on your machine.

Truly yours,
WM. & JAS. FEENEY.

TRADE REVIEW.

Toronto, Ont.

TORONTO, Jan. 31st, 1890.

CAR OR CARGO LOTS.

1¼ and thicker clear picks, American inspection	$20 00@30 00
1¼ and thicker, three uppers, American inspection	37 00
1¼ and thicker, pickings, American inspection	25 00
1X10 & 12 dressing and better	18 00 20 00
1X10 & 12 mill run	13 00 14 00
1X10 & 12 dressing	14 00 15 00
1X10 & 12 common	12 00 13 00
1X10 & 12 spruce culls	10 00 11 00
1X10 & 12 mill culls	9 00
1 inch clear and picks	24 00 25 00
1 inch dressing and better	18 00 20 00
1 inch siding mill run	13 00 14 00
1 inch siding common	11 00 12 00
1 inch siding ship culls	10 00 11 00
1inch siding mill culls	8 00 9 00
Cull scantling	8 00 9 00
1¼ and thicker cutting up plank	22 00 25 00
1 inch strips 4 in to 8 in mill run	14 00 15 00
1 inch strips, common	11 00 12 00
1¼ inch flooring	14 00 15 00
1½ inch flooring	14 00 15 00
XXX shingles, 16 in	2 20 2 30
XX shingles, 16 in	1 20 1 30
Lath, No. 1	1 70 1 90
" No. 2	1 70

YARD QUOTATIONS.

Mill cull boards & scantling	$10 00	Dressing stocks	16 00@20 00
Shipping cull boards, promiscuous widths	13 00	Picks Am. inspection	40 00
stocks	14 00	Three uppers, Am. inspect.	50 00
		F. M.	
Scantling & joist, up to 10 ft	14 00	1½in. flooring, dres'd	28 00 30 00
" " 18 ft	15 00	1½ " " rough	18 00 22 00
" " 20 ft	16 00	1¼ " " dres'd F.M.	25 00 28 00
" " 22 ft	17 00	" "undrs'd B.M.	18 00 19 00
" " 24 ft	19 00	" " dres'd	18 00 20 00
" " 26 ft	20 00	" " undres'd	12 00 15 00
" " 28 ft	22 00	Beaded sheeting, dressed	22 00 35 00
" " 30 ft	24 00	Clapboarding, dres'd	12 00
" " 32 ft	26 00	XXX sawn shingles	
" " 34 ft	28 50	per M	2 65 2 75
	22 50	Sawn Lath	2 00 2 20
" " 36 ft	30 00	Red oak	30 00 40 00
" " 38 ft	32 00	White "	35 00 45 00
" 40 to 44 ft	35 00	Basswood, No. 1 & 2	18 00 20 00
Cutting up planks 1¼ and thicker dry	25 00 26 00	Cherry, No. 1 & 2	50 00 60 00
" board	18 00 22 00	White ash, 1 & 2	25 00 35 00
		Black ash, 1 & 2	20 00 30 00

Montreal, Que.

MONTREAL, Jan. 31st, 1890.

	WHOLESALE.
Pine, 1st quality	$35 00@40 00
" 2nd "	22 00 25 00
" shipping Culls	14 00 16 00
" 4th quality Deals	10 00 12 00
Spruce	10 00 12 00
Hemlock	9 00 10 00
Ash, log run	13 00 18 00
Basswood, log run	20 00
Oak	40 00 100 00
Walnut (common)	
" (good)	100 00
Butternut	22 00 40 00
Cherry	60 00 80 00
Birch	15 00 25 00
Maple	20 00 21 00
Lath, 1st quality	1 80 1 90
Pine Shingles, 1st quality	1 50 3 00
" " 2nd "	1 25 1 50

Hamilton, Ont.

HAMILTON, Jan. 31st, 1880.

Mill cull boards and scantlings	$ 9 00@10 00	Dressing stocks	$16 00 18 00
Shipping cull boards		1¼ flooring, rough	16 00 18 00
promiscuous widths.	10 00 12 00	1½ flooring, rough	16 00 18 00
Shipping cull stocks.	14 00	1¼ flooring, dressed	25 00
Scantling and joist up to 16 feet	14 00	1½ flooring, dressed	32 00
do up to 18 feet	15 50	1 flooring, dressed	21 50 23 00
do up to 20 feet	16 00	Beaded sheeting 1.	25 00 30 00
do up to 22 feet	17 00	Picks, Am inspection	32 00 34 00
do up to 24 feet	18 00	Three uppers Am. In.	40 00
do up to 26 feet	19 00	XXX sawn shingles	2 60 2 70
do up to 28 feet	20 00	Sawn Lath	2 25
do up to 30 feet	21 00	Red Oak	20 00 25 00
Cutting up plank 1¼ and thicker dry	20 00 25 00	White Oak	25 00 30 00
Cutting up boards	20 00	Basswood No. 1. & 2.	16 00 20 00
		Cherry No. 1 & 2	60 00 70 00
		White Ash No. 1 & 2.	25 00 35 00
		Black Ash No. 1 & 2.	20 00 30 00

Ottawa, Ont.

OTTAWA, Jan. 31st, 1890.

Pine, 1st qual., ₱ M.	$35 00@40 00	Oak	$40 00@100 00
" 2nd "	22 00 25 00	Walnut	60 00 100 00
" shipping culls	14 00 16 00	Cherry	60 00 80 00
" 4th qual. deals	10 00 12 00	Butternut	22 00 40 00
" mill culls	8 00 10 00	Birch	15 00 25 00
Spruce, ₱ M.	10 00 12 00	Maple, hard.	20 00 21 00
Hemlock	9 00 17 00	Laths	1 80 1 90
Ash	13 00 18 00	Shingles,	1 50 3 00
Bass	12 00 20 00	" cedar	1 50 3 00

St. John, N. B.

ST. JOHN, Jan. 31st, 1890.

Deals, Boards, Scantling, etc.

Spruce deals	$12 00	Spruce boards	12 00
Pine "	15 00	Pine "	12 00@40 00
Deal ends	6 00	Oak "	40 00
Scantling	10 00	Ash "	15 00@25 00
		Hemlock "	7 50

Shingles.

Spruce, extra	$3 50	No. 1	1 25
" clear	3 00	Pine	1 25
" No. 1 extra	2 25		

Clapboards.

Pine, extra	35 00	Spruce, extra	24 00
" clears	45 00	" clears	23 00
" 2d clears	35 00	" No. 1	15 00
		" No. 2	10 00

Flooring, Dressed.

6 in.. No. 1	12 00	4 in., No. 1	12 00
" No. 2	10 00	" No. 2	10 00

Miscellaneous.

Staves	3 00@ 4 50	Laths	1 80
Heading 17 in. per pr.	04	Pickets	6 50@15 00
" 18 in.	04½	05½ Railway ties	-
" 22 in.	04½	06	

Boston, Mass.

BOSTON, Jan. 31st, 1890.

Western Pine—by car load.

Uppers, 1 in	$48 00@50 00	Fine com., 3 & 4 in	42 00@46 00
1¼, 1½ & 2 in	48 00 50 00	No 2, 1 in. Fine com.	28 00 30 00
3 & 4 in	55 00 60 00	1¼, 1½ & 2 in	29 00 31 00
Selects, 1 in	42 00 43 00	No. 1 strips, 4 to 6 in	40 00 43 00
1¼, 1½ & 2in	43 00 45 00	No. 2	35 00 37 00
3 & 4 in	45 00 50 00	No. 3	24 00 26 00
Moulding boards, 7 to 11 inch clear	36 00 38 00	Cut ups, 1 to 2 in	24 00 30 00
60 per cent clear	34 00 36 00	Coffin boards	19 00 22 00
Fine common 1 inch	36 00 38 00	Common all widths	22 00 26 00
1¼, 1½ & 2 inch	38 00 40 00	Shipping culls	15 00 15 50

Eastern Pine—Cargo or Car Load.

Nos. 1, 2 & 3	40 00@43 00	Clapboards, 4 ft., sap clear	40 00 45 00
4	28 00 30 00	Sap, 2nd clear	33 00 35 00
5	23 00 26 00	Heart extra	50 00 55 00
Ship'g bds & coarse	16 00 16 50	Heart clear	45 00 50 00
Refuse	12 00 13 50	Bevel siding 6in, clear	23 00 24 00
West'rr pine clapbds 4 ft. sap extra	45 00 50 00		

Spruce—by Cargo.

Scantling and plank, random cargoes	13 00@14 50	Coarse, rough	10 00 11 50
Yard orders, ordinary sizes	14 00 15 00	Hemlock bds., rough	10 00 11 00
Yard orders, extra sizes	15 00 16 00	" dressed	12 00 12 50
Clear floor boards	19 00 20 00	Clapbds., extra, 4 ft.	34 00
No. 2	16 00 17 00	Clear, 4 ft.	30 00
		Second clear	25 00
		No. 1	10 00 14 00

Lath.

Spruce by cargo	2 00@2 15

Shingles.

Spruce	1 25@1 50	Cedar, sawed, extra	3 25 3 50
Pine, 18 in. extra	4 00 4 25	Clear	3 00
Pine, No. 1	3 00 3 15	Extra, No. 1	2 50
		Cypress, No. 1, 18 in.	5 00

Oswego, N. Y.

OSWEGO, Jan. 31st, 1890.

Three uppers, 1¼, 1½ & 2 inch	$43 00@45 00
Pickings, 1¼, 1½ & 2 in	35 00 36 00
No. 1 cutting up, 1¼, 1½ &2in	30 00 31 00
No. 2 cutting up, 1¼, 1½ & 2in	19 00 21 00
1 in strips, 4 to 8 wide, selected for moulding strips, 14 to 16 ft	31 00 33 00
1x6 selected for clapboards	32 00 34 00

Siding.

1 in siding, cutting up piks & uppers	32 00@39 00	1¼ in selected	35 00@40 00
1 in dressing	19 00@21 00	1¼ in dressing	17 00 19 00
1 in No. 1 culls	15 00@16 00	1¼ in No. 1 culls	14 00 16 00
1 in No. 2 culls	13 00@14 00	1¼ in No. 2 culls	13 00 14 00
		1¼ in No. 3 culls	9 50 10 00

1x12 Inch.

12 & 16 ft, mill run	20 00 23 00
12 & 16 ft, No. 1 &2, barn boards	18 00 19 00
12 & 16 ft, dressing and better	26 00 30 00
12 & 16 ft, No 2 culls	15 00

1x10 Inch.

12 & 13 ft, mill run, mill culls out	19 00 20 00
12 & 13 ft, dressing and better	25 00 27 00
12 & 13 ft, No 1 culls	16 00 17 00
12 & 13 ft, No 2 culls	14 00 15 00
14 to 16 ft, mill run mill culls out	20 00 22 00
14 to 16 ft, dressing and better	25 00 27 00
14 to 16 ft, No. 1 culls	16 00 17 00
14 to 16 ft, No. 2 culls	14 00 15 00
10 to 13 ft, No. 3 culls	9 50 10 00

1 1-4x10 Inches.

Mill run, mill culls out	20 00@23 00	No. 1 culls	16 00@17 00
Dressing and better	25 00 30 00	No. 2 culls	14 00 15 00

1x4 Inches.

Mill run, mill culls out	17 00@19 00	No. 1 culls	13 00@14 00
Dressing and better	23 00 27 00	No. 2 culls	11 00 12 00

1x5 Inches.

6 7 or 8, mill run, mill culls out	19 00@21 00	6, 7 or 8, No. 1 culls	15 00@16 00
6, 7 or 8, drsg & better	24 00 28 00	6, 7 or 8, No. 2 culls	13 00 14 00

Shingles.

XXX, 18 in pine	3 50@3 70	XXX, 18 in cedar	3 20@3 60
Clear butts, pine, 18 in.	2 50 2 70	Clear butt, 18 in cedar	2 40 2 60
XXX, 16 in pine	3 10 3 20	XX, 18 in cedar	2 10 2 20
Stocks cedars, 5 or 6 in.	5 00		

Pickets.

No. 1, 1¼x1¼	15 00	No. 2, 1x3	9 00 10 00
No. 1, 1x3	20 00		

Lath.

No. 1. 1¼	2 90	No. 2, 1 1-4	1 80
No. 1 -4	1 60		

New York City.

NEW YORK, Jan. 31st, 1890.

Black Walnut.

⅝ in. clear	$78 00@82 00	Culls, 1 inch	$35 00@ 36 00
1 and 1¼ inches	93 00 95 00	Culls, thick	36 00 38 00
1½ and thicker	100 00 105 00	Counter tops, 18 in. and over	110 00 150 00
Rejects	50 00 52 00		

Poplar, or White Wood.

⅝ in. 10 inches and over	24 00@ 2600	1 inch, 8 in. and over	30 75 31 50
¾ in. coffin boards	29 00 30 00	2½ and thicker	33 50 34 50
1 inch, 10 inch and over	31 50 32 00	Common 1 to 2 in	23 00 24 00
		Saps, 1 inch & thicker	25 00 27 00
		Culls, all thickness	16 00 17 00

Ash.

1 in. white	36 00@ 38 00	Strips clear	26 00@ 27 00
1¼ to 2 inch	38 00 39 00	Black ash, good	26 00 30 00
2½ to 4 inch	40 00 41 00	Black ash, culls	10 00 12 00

Oak.

1 inch plain sawed,	36 00@ 38 00	5 inches and over	50 00@ 51 00
1¼ to 2 inch	38 00 39 00	Thicker	52 00 53 00
Thicker	40 00 41 00	Strips under 6 in.	35 00 41 00
Quarter-sawed, white, all clear, 6-		Dimension cut size	23 00 25 00

Cherry

1 inch	78 00@ 80 00	2½ and thicker	90 00@100 00
1 inch strips	43 00 45 00	Counter tops, 18 in. and over	110 00 115 00
1¼ to 2 inch	80 00 85 00	Culls, all thickness	18 00 19 00

Miscellaneous.

Chestnut, clear	33 00@ 35 00	Hickery, old growth	50 00 55 00
Chestnut common	20 00 22 00	Hickery, 2nd growth	65 00 70 00
Basswood white	30 00 32 00	Elm	20 00 22 00
Basswood common	21 00 23 00	Sycamore	24 00 27 00
Maple, clear	30 00 32 00	Sycamore quartered	35 00 40 00
Birch, clear	32 00 35 00	Gum	36 00 40 00
Birch, 1s and 2s	26 00 30 00	Butternut	45 00 50 00
Cottonwood	21 00 22 00	Sycamore dressed flg	24 00 25 00

Vancouver and New Westminster, B.C.

NEW WESTMINSTER, Jan. 31st, 1890.

Car load and ship rates according to assortment. Bridge and Wharf Plank and Timber.

10 to 40 ft. long, per M, net	$11 00
41 to 70 ft. " " "	$12 00@15 00
Rough lumber, building material	11 00
" " Sized	12 50
" " Fir, Clear	17 50
" " Cedar, Bench or Selects	25 00
" " " " D. D	30 00

1 in, 1¼ 1½x6 in.

T. & G. Edge, Grain and Dry	27 50
" " " Green	25 00
No. 1, Dry	22 50
" 1, Green	20 00
" 2, Dry	20 00
" 2, Green	17 50
Cut to length, extra per M	2 50
D. Dressed	2 50

1 in, 1¼ 1½x4 in.

Edge Grain, Dry	27 50
" " Green	25 00
T. & G. Edge Grain, Dry	25 00
No. 1, Dry	25 00
" 1, Green	22 50
" 2, Dry	20 00
" 2, Green	17 50
S. S. Planks for scows	17 50
D. D. cedar, verandah cover, any length	45 00
" " " " cut to length	50 00
Shingles	2 50
Lath	2 25
D. D. clear Cedar	40 00@60 00
Pickets, rough	11 00

Five per cent. off above prices for cash with the order.
Delivery on scow to mouth of river.

20 M ft. and over	75c. per M. ft
10 to 20 M ft.	$1.00 " "
Under 10 M ft.	1.25 " "

Burlington, Vt.

BURLINGTON, Jan, 31st, 1890.

Caada Pine Sidings—1x8 in. and up, 12 to 16 ft. D 2 or 4 S.

Select & shelving	$46 00	Finish	$37 00@38 00
Pickings	37 00	Dressing	27 00@28 00
Pickings & better	40 00@42 00	Common	20 00@21 00

Canada Pine Stock—1x10 in. 12 to 16 ft. D 2 or 4 S.

Selects (clear)	55 00	Pickings & better	44 00
1st shelving	42 00	As run, common out	28 00@30 00
2d	39 00	No. 1 barn boards	25 00
3d	30 00@31 00	Common	21 00
Pickings	38 00		

Canada Pine Stock—1x12 in. 12 to 16 ft. D 2 or 4 S.

Selects (clear)	57 00	Pickings & better	44 00
1st shelving	47 00	As run, common out	33 00
2d	41 00	No. 1 barn boards	26 00
3d	32 00	Common	21 00@22 00
Pickings	38 00		

Canada Pine Stock—14 in. 12 to 16 ft. D 2 or 4 S.

Pickings & better	45 00	3d shelving	33 00
As run, common out	33 00	Common	22 00

Canada Pine Short Boards—1x8 in. & up, 11 ft. & under, D 2 S or R.

Pickings & better	35 00@35 00	Dressing & common, d 2 s or d 2 s & m	20 00@21 00
As run, common out	30 00	Common	18 00 20 00

Canada Pine Sheathing, D. M. & B—1 in. 4 to 7 in. 5 in. & up C B ⅞ in.

1st quality, 12 to 16 ft.	46 00	1st & 2d quality, 9 to 11 ft.	33 00
2d	36 00@37 00	7 & 8 ft.	34 00
3d	27 00	3d quality, 11 ft. & under	22 00
4th (selected common)	22 00	4th	18 00

Canada (Quebec) Spruce—1 and 1¼ in. 4 to 10 in. D 2 S and M.

Clear, 10 to 16 ft	32 00	No 2. 10 to 16 ft.	15 00@16 00
No. 1	22 00		

Above prices delivered on a rate of $30 per car load.

Buffalo and Tonawanda, N. Y.

BUFFALO, Jan. 31st, 1890.

Norway

Clear, 1 to 2 in. all width	23 00	Common, 1 to 2 in. all widths	12 50@15 00
Dressing, 1 to 2 in. all widths	16 00@20 00	4x4, 5x5, 6x6 turning	22 00
		4x4, 5x5, 6x6 common	16 00

White Pine.

Up'rs, 1 to 4 in. 10 in	$45 00@55 00	No. 2 cuts, 1 to 2 in and thicker	$20 00@24 00
Sl'cts & Picks, 1 to 4 in	38 00 45 00	Dressing, 1 to 2 in	22 00 27 00
Fine common, 1 to 2 in. and thicker	33 00 39 00	Common, 1 to 2 in	14 00 17 00
No. 1 cuts, 1 to 2 in and thicker	27 00 39 00	No. 1 barn, 7 to 12 in	18 50 20 50
Mold strips, 1 to 2 in	27 00 33 00	No. 2 barn. 7 to 12 in	16 50 17 50
		Mill culls, 1 to 2 in	9 00 10 00

Shingles

XXX, 18-in, sawed	3 70	Thick cut (trade mark) 16 in per square	2 50
XX, 18-in. sawed clear butts	2 70	XXX cut	2 25
X, 18-in, sawed	1 80	X cut	1 10
XXX, 16-in "	3 40	No 2 cut	50
XX, 16-in " clear butts	2 40	Short cut	1 25
No. 2, 16-in "	90	Square end, per thousand	5 00
Thick cut	3 20	Octagon or pointed end	5 25
XXX cut	3 00	Scalloped or round end	5 25
X cut	1 50	Other shapes made to order	5 25
No. 2 cut	65		

Saginaw, Mich.

EAST SAGINAW, Jan. 31st, 1890.

CARGO LOTS.

Uppers	36 00@38 00	Norway	8 50@10 00
Common	16 00 21 00	Box	11 00 11 50
Shipping Culls	9 00 11 00	Straight measure	12 50 20 00
Mill Culls			

YARD QUOTATIONS CAR LOTS DRY.

Siding.

Clear, 1½ in	23 00	C, 1½ in	17 00
⅞ in	46 00	⅞ in	30 00
Select, 1½ in	20 00	No. 1, ½ in	12 00
⅞ in	39 00	⅞ in	19 00

Finishing Lumber rough.

Three uppers, 1 in.	42 00@44 00	Fine common, 1 in.	32 00
1¼ & 1½ in	44 00 45 00	1¼ & 2 in.	34 00
Selects, 1 in.	37 00	C, 7, 8 & 9 in.	25 00
1¼ & 2 in.	38 00 39 00		

Joist, Scantling and Timber.

12 to 18 feet	10 00	20 feet	12 00
20 feet	11 00	24 "	13 00

Plank and timber, 12 inches wide, $1 extra.

Lath, Shingles and Pickets.

Lath, No. 1 white pine	1 90	XXX	2 25
" No. 2 " Norway	1 35	XX	1 75
Shingles, 18 in climax	3 50	P'kts, 2 to 2½ in rough	15 00
XXX "	3 25	Dressed	20 00
XX climax	2 50	1¼ in. square, rough	18 00
X 4 in, c. b.	50	Dressed	25 00

RUNNING CIRCULAR SAWS.

[By James F Hobart.]

Have seen men who, to judge by the intelligence they displayed, had better be running an ax in a wood yard, They would jam a saw through a board like a man running a beetle and wedge. If the saw choked up and stopped, they would pull the board back a foot or two, take breath themselves, then bring the lumber slap bang against the saw again, stopping it dead. Something has got to slip. The saw belt is the thing that usually does it. The belt can't run off, for it has a cob house of edgings nailed around it. Like a horse in a horse-power machine, the poor belt can kick as much as it chooses, but must run as long as it holds together.

Sometimes a well-regulated saw will bind. It will crowd into the work and cut a wider strip than can pass between the saw and fence. Now the average man tries to remedy matters by pulling the work back. The back of the saw cuts itself clear, but there is a spot the width of the saw that has not been touched, so the saw runs in there again and is just where it was before. The trouble is caused by the saw getting hot. It expands and dishes over. The saw always dishes toward the coolest side. The cool side is the sharpest, or may be has a trifle more set in it.

When a saw acts as above, lift the board square off the saw. If you have just started into a long board, bear down on your end, and let it swing upon the edge of the table, and raise clear of the saw. If nearly through the board, let it swing upon the back of the table, and raise your end of it. Be very careful to keep the board snug against the fence while lowering it back upon the saw. The cool air striking the saw takes out all the dish, the saw straightens up and cuts itself clear as the board is replaced, and will go along all right. There is always one thing to look out for when a saw cuts this caper, and that is to see if the saw don't need filing or setting. Nine times out of ten this is the cause of the trouble.

In jointing boards upon a sliding carriage you will sometimes feel the board crawl sidewise as the saw cuts along. When this happens, just take the saw off and play dentist for a few minutes. When a saw smokes (and when a man does also) it is time to quit also. Saw the timber, do n't burn it off. File a saw before it gets dull. Do n't follow the rule one old chap had, viz.: "When edgings would slide off the saw without catching, then file the saw." Any saw that can be filed with a three-cornered file, should need but three strokes of the file for each tooth—two for the face and one for the back. It does not take long to go round a saw at this rate, and it can be done every time if the saw is filed before it gets too dull.

Sometimes when taking a saw from the arbor, a blue spot is found upon one or both sides of it. Just look that saw over, and see if there is not a spot of gum or dirt close to the blue spot. Glue is bad to get on a saw. Pitch is worse, and there is something in maple sap wood that is worse than either. A spot of gum upon a saw will cause it to heat, and the blue spot tells the story. Take a piece of sand-stone or soft Scotch "rag," wet the saw, and scour off all the dirt or gum. Blue spots do not hurt the temper of the saw, but they are apt to spring the saw, take a permanent set, and the only cure is hammering.

Hammering a saw is the sawyer's bugbear. Almost every one of them has tried to take a kink out of a saw by hammering and many failed in the attempt. The way they did was to lay the saw on the buzz-planer table, and rounding spot up, then take a five-pound hammer and attempt to beat down the bent spot. Just like putting a saucer upside down and trying to hammer it flat. A man might as well attempt to straighten a dent in a tall hat by placing it on the floor and pounding on the top of the crown with the heel.

Take a steel straight-edge long enough to reach across the saw. Hold the saw nearly plumb upon your finger (if a small saw) and locate the bend. It is generally a little round spot. Lay the saw, rounding place down, upon the anvil. If you can not afford to own an anvil to true your saws upon, you are too poor to own a saw, and you had better sell out. Have a little hammer not larger than your finger. The face should be round and convex, and not over an inch in diameter. The pane of the hammer should never be used, except in *severe cases.* Strike one or two blows upon the bent place. Be sure that the saw lays true upon the anvil, or you may hammer until you are tired, for all the good it will do. After striking one or two light blows, test the saw again with the straight-edge. If it shows any improvement, strike a few more blows and test it again. If no change is seen, strike a couple of hard blows and make another test.

The principle of the thing is, that the convex side of the saw is larger than the other side, so it puffs out; the hammer blows upon the smaller side stretch the surface, and have a tendency to correct the error by swelling out this side, and of course shrinking the other. Sometimes hammering as above only makes the matter worse. In this case, mark the spot with chalk, or by some other means, and strike several blows in a line extending from center to circumference through the bent spot. Strike each side of the spot so as to stretch the whole saw to agree with the full place.

The simplest bend to remove is when an arc of the saw is sprung one side and the line of bend follows the chord of the arc. All that is needed to cure is a number of light blows all in a row upon the hollow side as above, and right in the line of the hollow or bend. The worst case to deal with is a twist, part of the saw bent one way, part of it another, and the rest of it both ways. In this case, go for all the low places upon one side first. Get them all out and the saw will dish. It is very easy to deal with a dishing saw—just hammer the rim. Take the worst saw you ever got hold of, and if you can hammer it so as to be dishing, then the battle is yours. A few good blows at the roots of the teeth, and that saw is good for something.

Once get it through your head where to strike a saw, and you can easily true up a bent one. If you have an old saw that you have always kept to look at, try your hand on that. Pick out a true place in it and strike there with your hammer, and see what the effect will be. Strike four or five blows in a line and measure the bend they cause. Now, try to straighten the saw back again, always bearing in mind that you can not drive down a bulging place. You must coax it down. Do it as Paddy coaxed the pig to go ahead, by hitting him on the nose. "If the mountain won't go to Mahomet, then Mahomet must go to the mountain." If a certain part of the saw is to big, then stretch the rest of the saw to correspond. It does n't take much hammering. Have often seen saws hammered too much. It would spring the saw the other way every time, and then it would have to be hammered elsewhere to get it back again.

Hammering, like filing, wants to be done "just before it is needed." A small kink needs but three or four taps of the hammer. Let it go, and another kink gets in, the saw springs out of shape, and you may have to get an expert to hammer it into shape again. Don't let a saw run a minute after it needs fixing. It is only a waste of time, power and elbow grease. It is ten times as much wear to the machinery, saw, and man. If we could only make the men who tolerate dull, untrue saws believe the above they might get rid of lots of hard work and poorly cut stock.

One day while passing through a shop, a circular saw was heard making a noise as if it were having an awful hard time, Every time the sawyer forced a board against the saw it would slow down and stop after going eight or ten inches. The countershaft kept right on, and did n't seem to care what the saw was doing. Upon going around the saw table where the belt could be seen, it was found to be sagging badly, It was too loose. The remark was made to the sawyer that "if he took up the saw belt, the saw would work better." The sawyer said: I'll be——if I take up any belts around this mill unless I have an order to." That man can not be blamed, either. The foreman would fuss and fret around a man every time he found him doing a little repair work, and it shows that the foreman des n't know his business. The men get so they hate to mend anything. It is hard in any shop to make the men "take a stitch in time," but when the whining boss runs the shop, then every crack goes until it breaks clear off.

Patch up little breaks as fast as they are found, and things will work better. If the corner of a belt cement joint starts up, don't let it go until the belt breaks, but warm the belt, work a little cement (one third fish, two thirds common glue,, hammer the parts together and drive in a few pegs. Five minutes will do the job, but it will take half an hour to mend the belt if it runs a week longer without fixing.

Some sawyers raise the table until the saw barely reaches through the work. They claim that the saw cuts better and easier. That is a mistake. It puts double the work on a saw. For example: Take an eight-inch saw and a pine board. When the board runs close to the collars, the saw cuts nearly square across, and the action of the teeth is to cut off the grain of the wood and then split out the pieces thus cut off. This agrees with the action of cutting tools in general. When the table is raised the tendency is to split before cutting. This, with the increase of the section upon which the saw acts, which is doubled, makes it much harder for the saw. The chip is smaller, but does not compensate for the extra section of cut.

Always run the saw as high as possible. If the pulley is small, or the machine is belted down, raise up the saw until the collars project almost through the table. Keep the saw sharp and true. Use more oil than cuss words, and leave tobacco and rum to cure snake bites and bee stings. Then your saw will cut a great deal of lumber, and do it easily.

Output of Logs and Timber.

The following quantities of saw logs, square and flat timber, and other wood goods were cut in the Ottawa agency of the province of Ontario during the season of 1889, yielding a revenue of $254,192,71.

237,664,820 ft. pine sawlogs $1		$237,664 77
209,278 ft. basswood sawlogs 75c		156 90
277,920 ft. ash sawlogs 50c		138 97
14,763 ft. mixed sawlogs 50c		7 38
284,419 ft. spruce sawlogs 50c		142 19
618,412 ft. hemlock " 50c		309 20
21,656 ft. tamarac " 50c		10 82
158 ft. butternut " 50c		50
30,340 c. ft. pine square timber 2c		606 80
8,326 " hemlock sqr. " 1c		83 26
534 " pine dimen'n " 2c		10 68
10,503,211 ft. pine booms $1		10,503 21
149,349 ft. tamarac sawlogs 50c		74 66
145,712 ft. spuce square 50c		72 84
28,800 ft. mixed " 50c		14 40
45,238 ft. hemlock " 50c		22 62
5,112 ft. ash and hemlock sqr. 50c		2 56
2 468 ft. ash square 50c		1 23
123,616 railway ties at 2c		2,472 32
2,380 tel. poles at 50c, 15c per ad val		178 49
869½ cords posts at 30c per cord		260 80
32,876 ft. cedar 3c, 15c per ad val		147 55
450 travesses at 3c each		13 50
583 cords soft wood at 12½c		72 88
746 cords hemlock at 20c		148 00
48½ cords shingles at 30c		144 37
6 spans 2.200 feet at 50c per M		60
trespass charges		931 64
		$254,192 71

THE QUEBEC GOVERNMENT'S SALE of TIMBER LIMITS.

The sale of Government timber lands which took place in the city of Quebec on January 9, was exceedingly successful. The prices realized were the best on record, and the total sale amounted to about $200,000. The Ottawa Valley limits as advertised were the first offered for sale, the first four lots being withdrawn, because there were no offers covering the upset price. In the Upper Ottawa district Mr. P. Fitzgerald, of Chapean, bought nearly 300 miles of pine at prices ranging from $76 to $565 per mile. Mr. Walter Ross purchased 100 miles at from $126 to $155 per mile. Mr. E. Lauzon, of Ottawa, bought 128 miles at prices ranging from $210 to $290 per mile. Twenty three miles were sold to J. B. Laflamme for $500 and 25 for $470; 26 miles to Hon. James McShane for $255 and 11 miles at $510. Seven miles were sold to Mr. A. F. Leggo, of Ottawa for $605, the upset price being $125. This lot seemed to be gilt edged, as there was a great competition among several well-known lumbermen. The land contains 250 trees per acre. It is said that the lot changed hands after the sale with a further advance, Mr. Bryson, of Pontiac, being the buyer. In the Lake St. John district Mr. H. J. Beemer bought 72 miles at $17, 10 at $1 and 10 at $9. A number of limits, principally spruce and hardwoods, were sold in other parts of the province, but realized much lower figures than those given above. Messrs. Price Bros. & Co., O. Jalbert, and Guay & Co., were among the purchasers.

THE QUEBEC LUMBER TRADE DURING THE YEAR.

The lumber and timber trade during the past season, says the *Quebec Chronicle*, we believe, while fairly successful in some lines, has been very disappointing in others. During the contracting season last winter our shipping merchants found less difficulty in making contracts on the other side, stocks there had materially lessened and buyers were in a better mood for doing business, there was also a marked improvement in the ship building and other trades, which had its natural effect on wood goods, and sales were large as to quantity and fair as to price. As a consequence there was more activity than usual in the Quebec market during the summer, and first-class Ottawa rafts of White Pine changed hands at unprecedented figures, such as 40½ cts. for a raft of 70,000 ft. square 62 ft. average, and 21,000 ft. Waney, 22 ins. average, which we reported in July, and subsequent transactions at similar rates. Shipping merchants considered these figures too high, but new timber arrived slowly, and as there was not a great deal in the market for sale manufacturers were able to hold up the price. We reported amongst other transactions, two rafts in August, square about 49 feet with some Waney 19 inch at 35 cents ; Red Pine at 22 cents ; one common raft of small White Pine at 23 cts. and Red at 17 cents ; choice Michigan Waney 19 to 20 inch at 45 cents. Later, a good raft of about 200,000 feet, the square averaging 54 feet, and the 80,000 feet of Waney about 20½ inch at 41 cents all round.

In Hardwoods there was also a steady demand, and prices were well maintained, such as, Oak 50 cents for 60 to 65 feet average ; Elm 32 cents for 50 to 55 feet average ; Birch 22 cents to 23 cents for 16 inch average, 32 cents for 18 inch average ; Ash 30 to 32 cents for 14 in. and up 16 inch average. Elm came down in larger quantities, and of Ash there was a fair supply, which reduced the price in the latter part of the season. Oak maintained its price throughout the season. The spruce deal market was also firm, and remains so, although the reports from Great Britain are less encouraging, and in Liverpool an appreciable fall has taken place which should we think check manufacturers this winter, and be a warning to all that values have become too high. Pine deals have been, we are told, the most disappointing feature of the trade ; as nearly all the stocks were bought up last winter there has been no fall in price on this side, but it has been impossible for anyone to realize on the market at the prices they gave last year, and the shipments which were made in the Fall at the advanced rate of freight must all have lost more or less money. This, in the face of the enhanced cost of manufacturing Pine deals, and the increased demand from the States, makes it the more disappointing that the English markets have not supported the prices given here. To-day the stock in almost all the markets in England is reported too heavy, and the markets are dull. We strongly advise our manufacturing friends to curtail the supply next year. Without this is done we fear there will be a material drop in prices before the end of next season. This can now be obviated by mill-owners at once realizing the position and curtailing the supply.

Stocks wintering at this port will be much the same as last year, and are chiefly in the hands of the shippers. In White Pine, Waney and square about 5,000,000 feet will winter ; in Elm about 250,000 feet ; Oak about 600,000 feet, as against 850,000 last year ; Red Pine 600,000 ; Birch only about 35,000 feet it having been chiefly shipped out. Scarcely any Hardwood remains in manufacturer's hands. If the winter should prove favorable for making timber the production is likely to be larger than last year. It is difficult to forecast the quantities, but probably White Pine might reach to eight million feet. Elm is getting more difficult to procure each year, as the principal portion has to be brought from Michigan, which makes it much more expensive : the production will not likely be over 300,000 feet. Birch is not likely to be produced in as large quantities as last year, as it is becoming more difficult to get each year, and the producers will probably expect higher prices. In Oak the production will probably be a little more than last season, say a million to a million and a quarter, but this depends very much on the kind of winter they may have in the manufacturing districts, as most of this wood comes from Michigan and Ohio, where the climate is very much against the operations of making and hauling, and the cost now of getting wood from that district makes it unprofiable if from 47c to 50c cannot be got for 60 to 65 feet average.

We have heard of a very large sale of timber now being made, at prices fully up to or even higher than those paid for similar wood last year, but it must be remembered that the demand is only for special descriptions of timber, that is, wood suitable for deck planks, either prime or good fair average. There is a very small demand for other descriptions of square Pine, and the present value in Liverpool, Cardiff, and other markets for ordinary square Pine of 50 to 55 feet average would show a very severe loss on the values here. A large amount of Waney has been sold, chiefly from Michigan and the north shore of Lake Superior, all at high prices, and although this wood is being made in larger quantity than last year there is not much probability that any will be made that has not been previously contracted for. It will be in the interest of limit-holders not to glut the market by over-production, as, by manufacturing more than the trade needs they only hurt themselves without doing anybody else any good, but we would suppose that the sad experience of many past seasons would act as a deterrent in this respect.

MEETING OF TORONTO LUMBERMEN.

The Lumber Section of the Toronto Board of Trade held their annual meeting at the board of trade rooms, Toronto, January 20th. The secretary-treasurer, Mr. Edgar A. Wills, presented his financial statement, which showed that the finances were in a healthy condition. The Chairman, Mr. J. Donogh, read the annual report which was as follows :

GENTLEMEN,—In issuing the call for this meeting it has been deemed advisable to include in the invitation all firms, members of the board who are in any way connected with the lumber interest, whether manufacturers, wholesale or retail dealers.

Our meetings have by our constitution been limited strictly to members of the wholesale trade in Toronto, I think it has been felt that this was restricting the operations of the section to lines that are altogether too narrow for interests as large as those that are involved in the lumber trade.

There are so many matters of common interest, so many points at which trade lines converge, that it would seem as if it were to the mutual advantage of all engaged in the lumber business that all branches should be represented in a united organization. There can arise no question affecting the wholesale trade in which the manufacturers have not some interest ; there can arise no question concerning the retail trade in which the wholesale dealers and the manufacturers have not an interest. I therefore express the hope that the meeting to-day will result in bringing into the lumber section of the board of trade all firms who are in any way engaged in the great lumber industry.

I think I may safely congratulate the members of the trade upon some of the results of united action during the past year. In the winter of 1888-9 the evil of the "excess freight" system became so intensified by the manner in which many local railway agents interpreted and executed their instructions, that endurance on the part of dealers and shippers became intolerable. A meeting of all persons interested in this question was called and held in the council chamber of the board of trade December 28, 1888. The greatest unanimity prevailed, a guarantee fund was subscribed, the Hon. Oliver Mowat was retained as counsel, and steps were taken to bring the railway companies to an issue on this matter. As the result of considerable correspondence, a meeting with General Manager Hickson was arranged, and on April 8, 1889, a deputation consisting of Messrs. Donogh, A. K. McIntosh, George Gall, A. A. Scott, James Tennant, of Toronto ; Robert Thomson and H. T. Brennen, of Hamilton, and E. A. Wills, secretary of the Toronto Board of Trade, went to Montreal by appointment and had a personal interview with the officials of the Grand Trunk railway, when all grievances were fully discussed. The deputation urged strongly the adoption of a freight rate per 1,000 feet instead of the present rate of 100 pounds, but this they failed to obtain. What was gained, however, by the conference was the opportunity of discussing personally with the heads of the railway company the various matters which have been in dispute for many years. And there was obtained from the company the promise that weigh scales should be erected at all important shipping points ; that the guessing of weights by agents would be stopped, and a reduction in freight rates was granted which, to some extent, compensated for the failure to obtain a change from the weighing system. All of these promises have not yet been carried out, and there is still need for the united action of the trade.

Another question with which the lumber section has had to deal was the scarcity of cars, which entailed great loss and inconvenience to the trade in the months of October and November. On representation to the council of the board of trade a strong and influential committee was appointed to deal with the matter, and as a result the Grand Trunk Railway Company was stirred up to the making of some efforts which were partially successful in relieving the strain of the situation.

In both of these instances the value of the united action of the lumbermen, with the powerful backing of the board of trade behind them, shows that a lumber section can be and is an influential factor in promoting the interests of the whole trade.

A few words about the condition of trade during the past year. I think it may be stated as a fact that while the total volume of business done may not have been perceptibly diminished, yet the general results have not been as satisfactory as in former years. The local city trade has been done on a smaller margin and with larger risks as to bad debts than in other years. Speculative building in the outlying wards has been overdone, and as this class of trade absorbs a very large proportion of the lumber sold in Toronto, the profits of the dealers, both wholesale and retail, have been considerably affected by keen competition in selling and by the number of failures which have taken place among the small speculative builders. There is no doubt about the wisdom of rigidly inspecting the lines of credit granted to this class of builders. Trade in western Ontario has been fairly active, and, I think, has been generally conducted on a profitable basis, while there have been few failures of any account. There has been no increase of trade with the United States, and shipments will continue to be confined to the better grades as long as a specific duty of $2 per 1,000 feet effectually prevents the handling of common lumber in that market. There are several topics that at this and future meetings might be taken up for consideration, and among these I would suggest the adoption of a uniform rule of inspection, the interchange of information upon the questions of credit and the regulation of freight delivery in Toronto.

An alteration in the constitution was effected whereby not only wholesale lumber merchants resident in Toronto and members of the board of trade are eligible as members of the section, but also merchants and manufacturers of lumber who are members of the board of trade have a right to become members of the lumber section. This makes some 40 additional members eligible for membership. The following were elected on the executive for the present year : Messrs. John Donogh, George Gall, A. K. McIntosh, A. A. Scott and A. R. Richards. The arbitration committee for the year will be : John Oliver, T. H. Willmott and J. Tennant, of J. Tennant & Co. The inspection committee, as newly elected, consists of : A. R. Riches, A. K. McIntosh and George Gall.

At a meeting of the executive of the lumber section Mr. A. K. McIntosh was appointed chairman, Mr. George Gall deputy chairman and Mr. Edgar A. Wills secretary-treasurer.

THE EXPORT TRADE.

A large shipper of American woods to Great Britain and the continent of Europe, gives the following information in the *Southern Lumberman* which will be found to be of interest.

The demand for walnut, oak and poplar in England is very large through the entire year, but the market is at all times well supplied and frequently overrun, and prices therefore so low that in comparison, and considering freights, etc., prices are higher in the United States than abroad. The writer himself bought clear sap boards of poplar, worth about eighteen dollars out West, in England for thirty dollars per thousand, including three months free storage.

Exporters are able to hold their prices, providing they are satisfied with a small profit, if they know where to place their stock before shipping, but every body should be cautioned against sending lumber to English and Continental ports at random. A great many agents make it a practice to induce manufacturers here to consign direct to them, leaving the manufacturers under the supposition that they are dealing with large concerns or wholesale consumers, but these shippers soon find out that they have been duped, and that the consignees are mere commission men. I know of cases in which, for instance, one of these agents ordered six car loads of lumber, and after receiving two car loads as a trial, was asked for a settlement, but refused to remit, and insisted upon receiving the whole amount of order. Finally the American firm, well knowing the difficulty of obtaining his rights in a foreign country, was glad to escape further losses by sacrificing the two car loads. Newspapers ought to bring such cases before the public, so as to prevent the manufacturers of this country from being robbed this way.

The oak lumber for export is mostly cut up into dimensions, while walnut and poplar generally goes into boards and plank. Poplar firsts and seconds, thick plank, can be bought in England almost any time for thirty-five dollars per thousand feet. Export expenses, besides freight, amount to at least five dollars per thousand feet for handling, dock charges storages, etc., and very often more than that.

I ship during the year between thirty and forty million feet of hard wood lumber.

WANTED AND FOR SALE.

Announcements in this department will be inserted at the uniform rate of fifteen cents per line, each issue, payable in advance. For four or more consecutive insertions of the same advertisement a discount of twenty-five per cent. will be allowed. Eight words of ordinary length should be counted as one line. Copy must reach this office by the 25th of the month to secure the appearance of the advertisement in the paper of the following month.

WANTED—A PARTNER IN THE HARDWOOD saw mill and ship timber business. Good supply of hardwood timber in surrounding country. Shipping facilities the best, both rail and water. Experience not particularly necessary. Would require a partner with about five thousand or more capital. for particulars write WM. PATTERSON, Wallaceburg, Ont.

WANTED—POSITION AS SUPERINTENDANT or Foreman in Saw Mill, competent Millwright, can take an interest in business with a reliable party if desirable. Unexceptional reference furnished as to experience and ability. The Province of British Columbia preferred. Address. H. W., Office of *Canada Lumberman*, Peterborough.

WOOD-WORKING FACTORY WANTED. Hepworth station, on G. B. & L. E. Div. of G. T. R., presents a splendid opening for a hardwood working factory of some kind. Abundance of beech, maple, elm, birch and black ash can be purchased cheap. A suitable building, with boiler and engine if required can be procured near the station by applying to J. E. MURPHY, Hepworth station, Ont.

HAVING MOVED OUR LUMBERING operations to Parry Sound district, we offer our Angus saw mill, farm and wild lands for sale on easy terms; large quantities of hemlock, cedar, hardwood and small pine yet remain on many of these lands; several improved farms for sale. JOHN. B. SMITH & SONS, Toronto.

ESTABLISHED 1881—JOHN B. SMITH & Sons. manufacturers of lumber, lath, shingles, doors, sash, blinds, mouldings, sheeting-flooring, boxes, etc.; buy from the manufacturer; our new factory now in running order; note our address, Strachan avenue, Toronto.

WANTED—A SITE FOR A SAW MILL in a pine limit, to cut by the thousand. Capacity 10 to 12 M. in ten hours, Latest improvements; 25-horse power engine. Correspondence solicited. JAS. A. SHARP, Inglewood, Ont.

FOR SALE—pine timber, four hundred acres; estimated at two million feet; 4 miles from railroad station; soft white pine, suitable for twenty to sixty foot bill stuff. Apply to E. TODD, Hepworth.

HARDWOOD lumber, bought, sold or received on consignment, TUCKER DAVID, lumber commission merchant, 313 Eleventh Ave., N.Y.

BLACK ash, basswood and red oak—firsts and seconds wanted in car or cargo lots. Apply to T. W. WALKER, agent the Rathbun Company, Toronto.

CASH paid for all kinds of hardwood lumber; give full particulars; car or cargo lots only. W. N. McEACHERN & Co., No. 3 dock, Toronto.

FOR SALE—flooring, sheeting, etc.—also rough lumber, lath and shingles. Toronto & Midland Mfg. Co. Office and yard, foot of Spadina avenue, Toronto; mills at Midland, Ont.

SAW MILL and grist mill combined—engine fuel supplied by mill; good business being done; will sell or exchange for good city property.

Tenders for a License to Cut Timber on Dominion Lands in the Province of Manitoba.

SEALED TENDERS addressed to the undersigned and marked "Tender for a License to Cut Timber," will be received at this Department until noon, on **Monday the 10th Day of February Next**, for a license to cut timber on a berth of 50 square miles on the east side of Lake Winnipeg, dsscribed as follows:

Commencing at the mouth of the Hollow Water River, a tributary of Lake Winnipeg, on its eastern shore; thence northerly along the eastern shore of the said lake ten miles in direct distance and back easterly throughout from the shore of the lake measured at right angles to its general bearing within the said distance. The northern and southern boundaries to be due east and west lines, the rear boundary to be in not more than four courses.

The regulations under which a license will be issued may be obtained at this Department or at the office of the Crown Timber Agent at Winnipeg.

Each tender must be accompanied by an accepted cheque in a chartered bank in favor of the Deputy of the Minister of the Interior for the amount of the bonus which the applicant is prepared to pay for the license.

No tender by telegraph entertained.

JOHN R. HALL, Secretary.

Department of the Interior,
Ottawa, 14th January, 1890.

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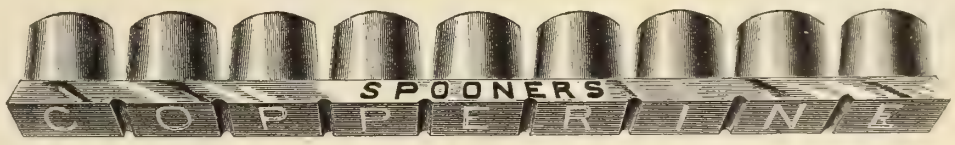

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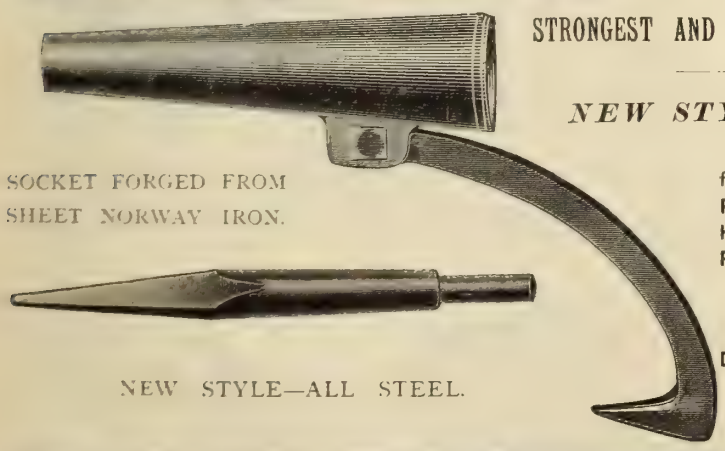

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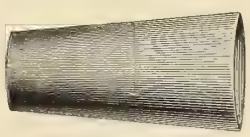

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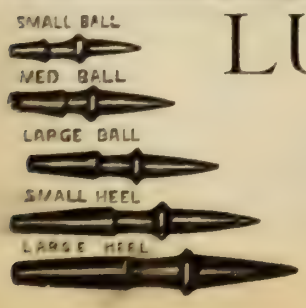

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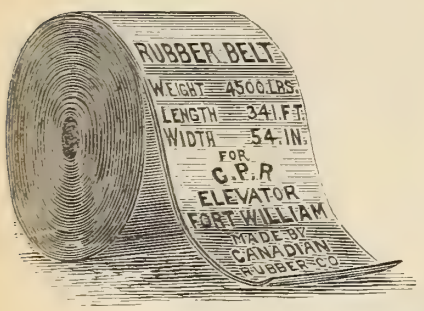

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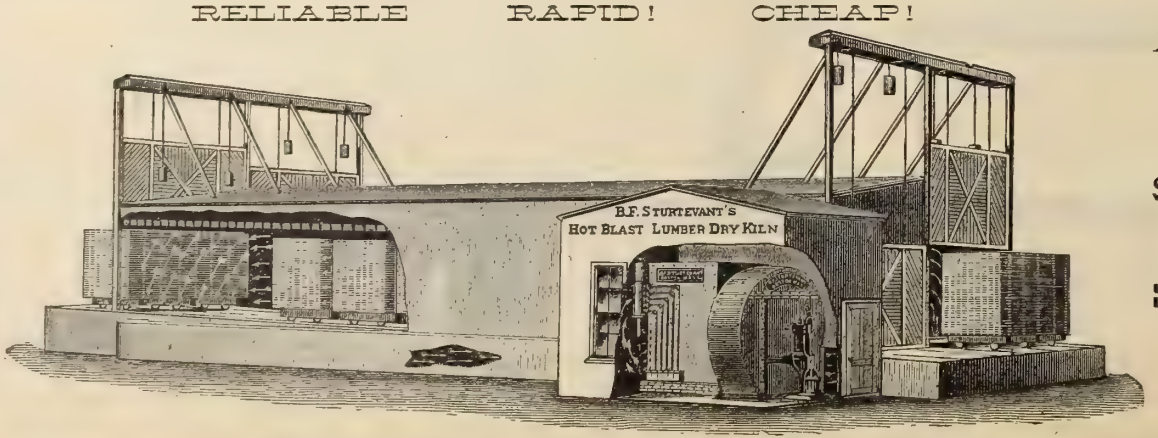

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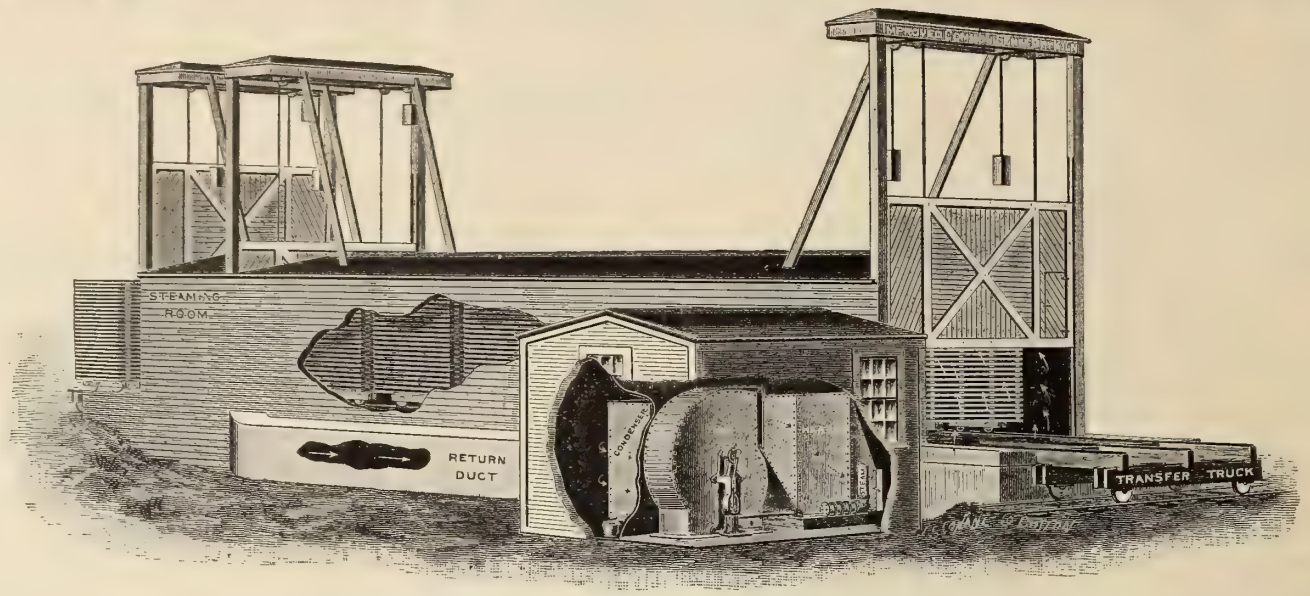

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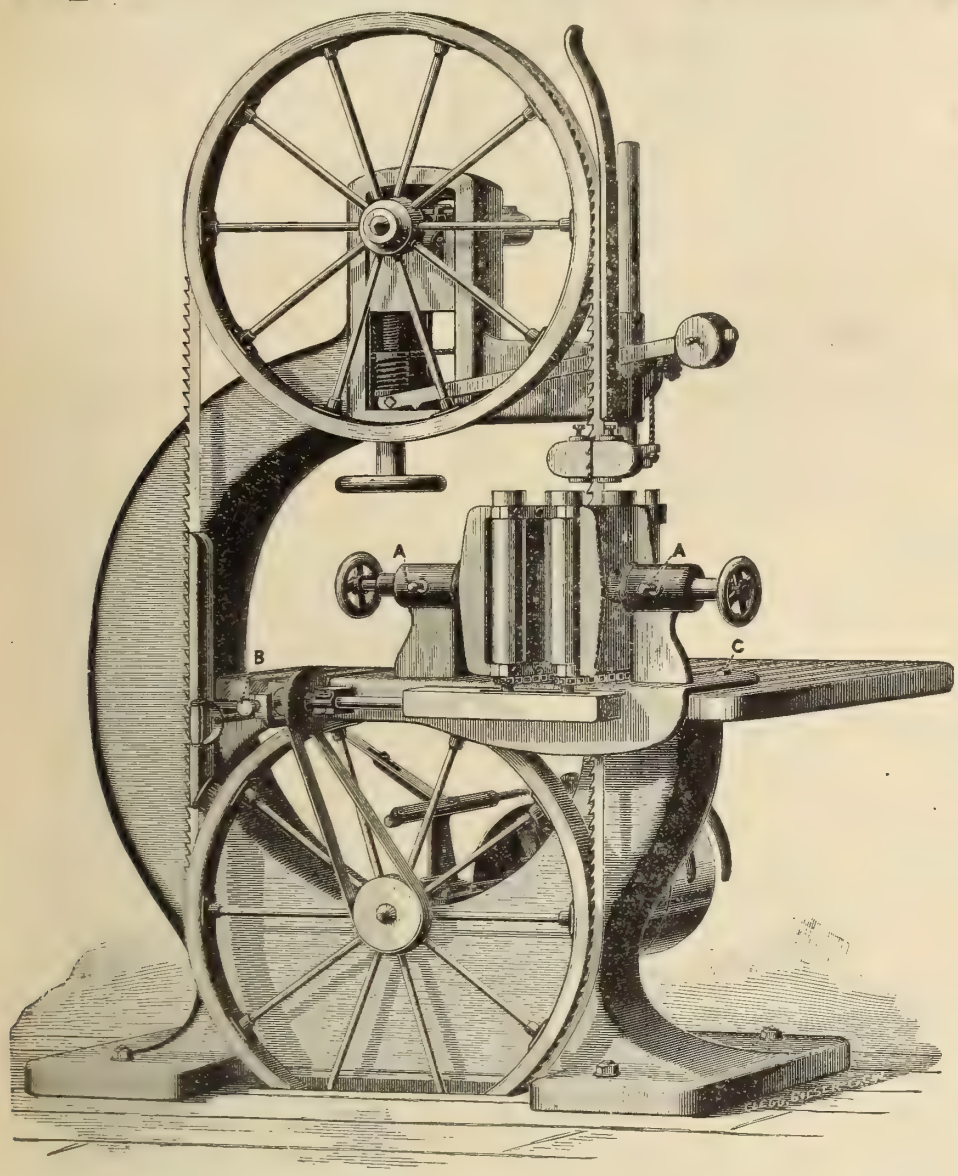
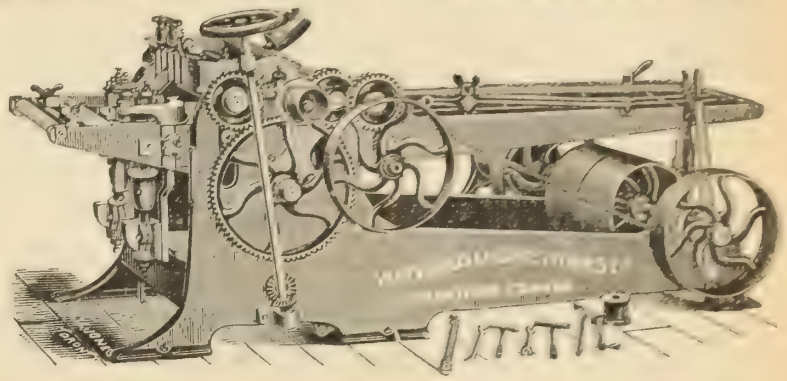


OUR NEW STANDARD BAND RE-SAWING MACHINE.

The above cut represents our New Patent Band Re-sawing Machine, lately designed and patented. It has been the general impression of machine builders for many years that the machine should necessarily be very complicated, being made of many pieces and fastened together by bolts, nuts, screws, etc., thinking by having them complicated would naturally find a higher price. The cut herewith represents the machine which is made with as few pieces as possible to make a first-class machine, and makes the cost of these machines much less than the old style. It will re-saw a board 20 inches wide by 5 inches. The wheels are 40 inches in diameter by 2½-inch face. 2½x22 gauge saw blade is used for very fine re-sawing. The rollers can be quickly angled for weather-boarding, variable friction feed, tension blade, combination cushion and weight, guide stem weighted; shifters convenient for operator. Rollers can be set aside in one-half a minute, the machine is then ready for the finest of scroll work. Total height, about nine feet. Shipping weight of machine, 2,000 pounds. Tight and loose pulleys, 16x5 inches, and should run 520 revolutions per minute. With each machine we furnish brazing tongs and clamps, with S wrench, one ⅜ saw blade, brazed, set, and filed. Other size blades furnished at lowest market price.



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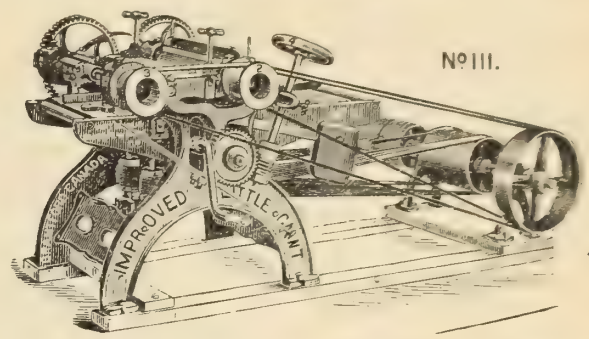
Planes 24 x ⅛ to 6 inch thick, Matches and Sizes 15 inches wide. Has extra 7 in. Slotted Head for M...ing



The Little Giant Planer, Matcher and Moulder Combined.

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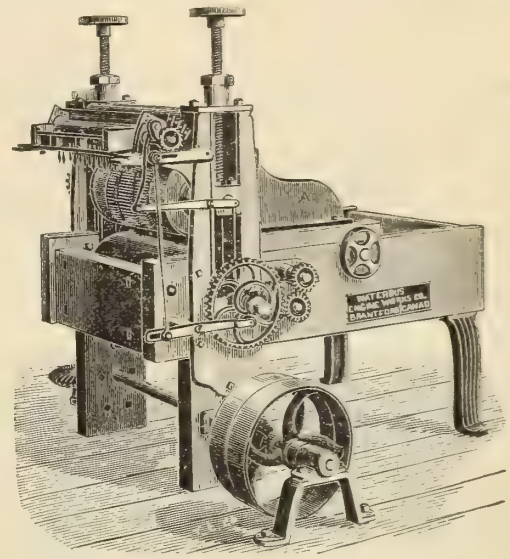

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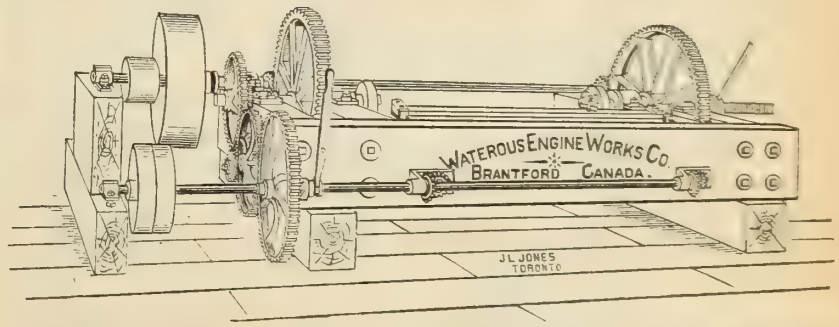

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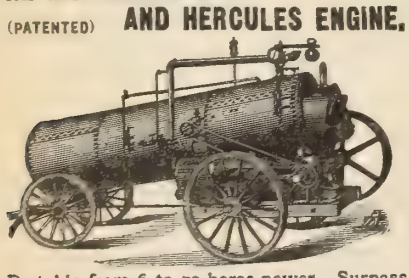

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Truly yours,
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Yours truly,
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3. Lane's Patent Lever Set Circular Mill, No. 1, to cut 25ft.

4. Two Law's Shingle Machines.

5. One Iron Pulley 5ft x 16in face.

6. One Iron Pulley 4ft, 2in x 15½in face.

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10. 14in Little Giant water wheel, made by J. C. Wilson & Co. Good order.

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17. Bolt Gutter, cuts from ⅜ to 1in; in fair order.

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We have a GOOD, SOUND, FINE FLAVOURED TEA at 12½ cents.

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A FINE 66 in. inserted-tooth saw, also 52 in. do.

ONE new eclipse saw mill with all late improvements.

ONE saw gummer, Disston make. Philadelphia.

ONE set of hoop machines, American make.

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ONE drag saw rig, Waterous Engine Company make.

ONE hub turning lathe, American build.

ONE automatic handle lathe.

BROOM handle lathe with wood frame, cheap.

ONE set of spoke machinery, Fay & Co. make.

GOLDIE & McCULLOCH stave cutter, set equalizing saw, &c.

ONE Blanchard spoke lathe, Fay & Co. make.

ONE new axe handle lathe.

ONE lot Ewart chain belt good as new with sprocket wheels.

4 POLE road cars, also a number of lumber cars.

ONE self feed lathe machine. Waterous make.

NEW gang lath machine.

ONE Fairbank's timber guage.

ONE saw mill head block, Galt make.

HEADING turner, Goldie & McCulloch make.

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NO. 2 large size smallwood shingle machine.

DOUBLE edger Waterous Engine Co. build.

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TWO Hall self acting shingle machines. Goldie & McCulloch makers.

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FOUR Laws patent upright swing shingle machine

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DRAG saw machine, Goldie & McCulloch.

TWO new shingle packers, all iron.

SHINGLE jointers, 3, 4 and 6 knives.

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48 inch Warren turbine in scroll case.

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44 inch improved turbine water wheel.

PAIR of Sampson tnrbine wheels, 42 inch. run together.

42 inch Sampson turbine.

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20 inch Leffel.

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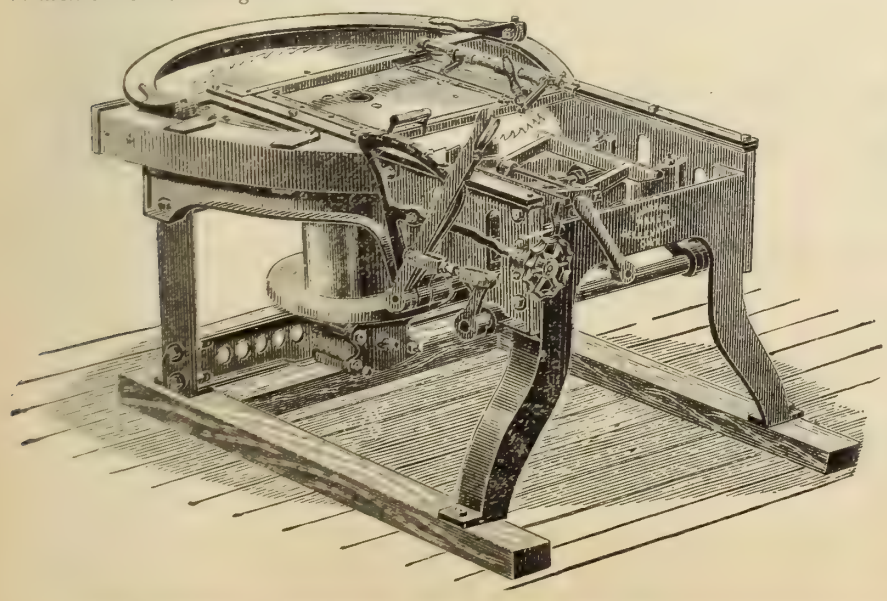
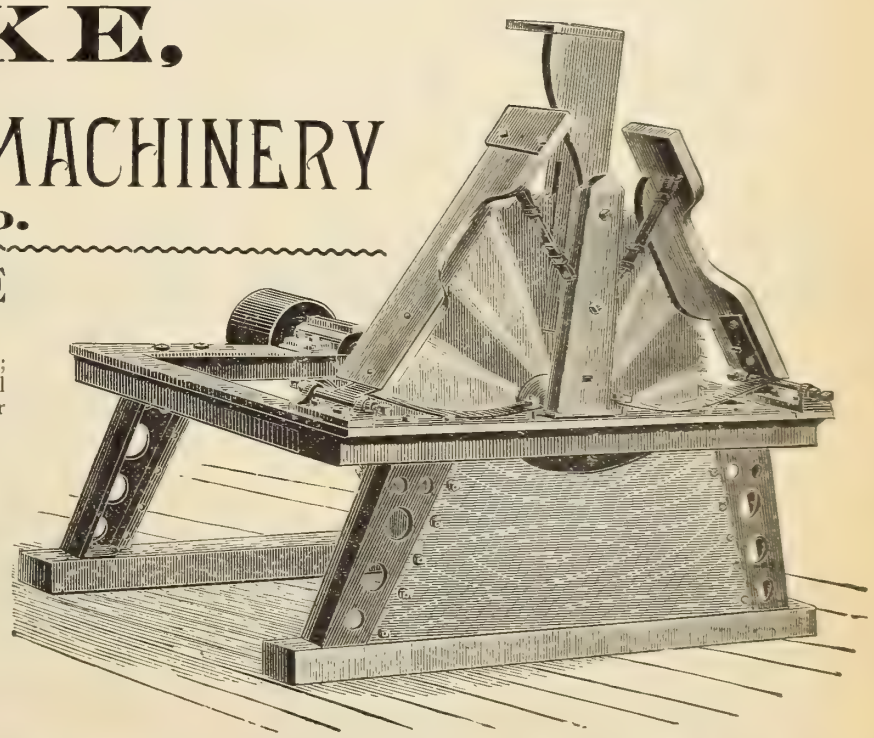
Capacity from 25,000 to 50,000 per day.

The frame of iron throughout, very heavy and rigid, strongly bolted and braced; carriage very light and strong, made of forged cast steel saw plate, running on steel ways or tracks; will take in a block 18 inches wide and 19 inches long, adjustable for 16 inch or 18 inch shingles.





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It has a heavy iron frame made for two operators, two inch steel saw arbor, with extra long bearings; driving pulley 8 inches diameter, 7 inch face, saw 40 inches diameter, 16 gauge, speed, 1,600 per minute.

Mill men who have once used this machine will not use any other. For capacity, removing sap-knots, rot or any other imperfections, for making parallel shingles and economy of stock, it is superior to any other.

Also manufacturer of other kinds of Shingle Jointers, both self-acting and hand-feed Shingle Machines, Packing Boxes, Drag Saw Machines, Polters, Stationary and Portable Saw Mills, Double Edgers, Single Edgers, Slab Saw Rigs, Bull Wheel Rigs, Lath Machines, Lath Bolters, in fact a general line of Mill Machinery, with Pulleys, Shafting, &c. Satisfaction guaranteed in all cases. Send for estimates on anything required, and the same will receive immediate attention.

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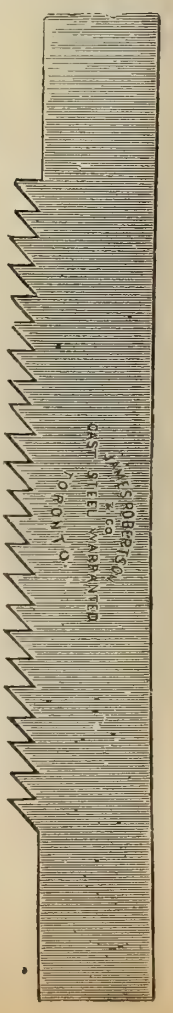

THE CANADA LUMBERMAN.

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THE CANADA LUMBERMAN
PUBLISHED MONTHLY BY
ARTHUR G. MORTIMER,
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THE CANADA LUMBERMAN is published in the interest of the umber trade and of allied industries throughout the Dominion being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion of them by others.

Especial pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world so as to afford to the trade in Canada information upon which it can rely in its operations.

Special correspondents in localities of importance present accurate report not only of prices and the condition of the market but, also of other matters specially interesting to our readers. But correspondence is not only welcome but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way effecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the truth. Any items of interest are particularly requested for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN with its special class of readers is not only an exceptionally good medium for securing publicity but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements which will be inserted in a conspicious position at the uniform price of 15 cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for three successive issues or longer.

Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade or specially interested in it, who should not be on our list thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

THE long pending difficulty between the Keewatin Lumber Company and those who wish to obtain a patent to the property in the Lake of the Woods is likely to reach a speedy settlement. Mr. Dewdney has given instructions to Mr. Pither, the local Indian agent, to notify the Keewatin Lumber Company to desist from further cutting and trespass, and also for him to seize all the timber cut on Sultana Island that being a portion of the Indian reserve. Mr. Pither at once proceeded to carry out his instructions, and an early settlement of the dispute may be looked for.

THE receipts from Crown Lands in the Province of Ontario during the past year largely exceeded the estimates. The increase is considerable. The estimate was $1,100,000 while the actual receipts were $1,205,000. Of this sum $1,079,000 was from woods and forests and $126,000 from Crown Lands, including the fees on mining locations. There has been no sale of timber limits since the great sale of 1887, in which $1,300,000 was obtained in bonuses upon 450 miles of timber. Last year was only a normal or average year, and the fact that in such a year $1,079,000 was received as a revenue from timber is very satisfactory.

THE question of taxation is one in which all business men are to a great extent interested. It is a noticeable fact that a strong current of opinion is setting in in the cities against the taxation of personal property and incomes. A short time ago the Hamilton Board of Trade passed a resolution unanimously against it, the London Board of Trade did the same, and more recently the Toronto City Council Legislative committee have followed suit. The Toronto men further suggest that all dwelling-houses worth less than $800 shall be exempt from taxation, with the view of easing the burden on the poorer classes Land increases in value enormously in all centres of population without an effort on the part of the owners, and the tendency of the time in cities is to place the burden of taxation on the land.

LATE English papers contain a full report of the decision in the Booth-Ratte suit. The Judicial Committee of the Privy Council concluding their decision, said: "No question arises in this case as to the wharf and boathouse being an obstruction to the navigation. So far from being an obstruction to navigation, the maintenance of a floating wharf of that kind is, in the circumstances stated by the learned chancellor, a positive convenience to those members of the public who navigate the river with small craft. As a riparian owner the plaintiff would be at liberty to construct such a wharf, and would be entitled to maintain an action for the injuries to it which are complained of. For these reasons their Lordships agree with the Divisional court and the Court of Appeal that judgment should be given for the plaintiff, and they will humbly advise her Majesty to affirm the judgment of the Court of Appeal and dismiss this appeal." The costs will be paid by the appelants.

MR. R. R. Dobell, of Quebec, who is largely interested in the lumber business in Canada, has recently been in Washington interesting himself considerably in the lumber question. He is also anxious that the United States Government should do something to secure reciprocal relations for Canadian vessels through the St. Clair Flats and the canal which connects it with the upper lakes. Mr. Dobell bases his theory upon the claim that inasmuch as by the treaty of 1871, the Welland canal is made free for ever to all vessels of the United States, it would be just that Canadian shippers and vessel-owners should have a similar advantage through the St. Clair Flats canal. As the provision contained in the Washington treaty as to the free navigation of the Welland canal by vessels of the United States is a matter which can have no possible relation to any free navigation by Canadian vessels through the St. Clair Flats, it is not very probable that Mr. Dobell's suggestion will meet with favor.

OTTAWA and Quebec lumbermen are agitating for the construction of a direct railway from Quebec to Lake Temiscamingue, passing along the Valley of the upper Ottawa. It is asserted that if this railway were built, and also the Cap Rouge railway, which is to connect the Canadian Pacific with the coves on the St. Lawrence, the whole timber trade of the upper Ottawa would be revolutionized, and that square timber which is now brought to Quebec by water, many months after it is cut, and at great expense, would be carried by rail to the Quebec coves immediately upon being manufactured thus saving money in transportation and enabling the lumberman to get quick returns for his timber. It is maintained that if the Cap Rouge railway were built, cars loaded with oak from West Toronto, or with pine from the Ottawa, Lake Huron and Lake Superior districts, would be brought to the different coves between Cap Rouge and Sillery in the same way if Quebec had a railway direct to Lake Temiscamingue, local mills would be built along the track, and all the pine unfit for square timber would be cut into deals and shipped along with the square timber for the English market. It is pointed out that if there is any delay on the part of Quebec, Toronto will get her projected railway into that country, and the lumber will find another market in Ontario and the United States to the injury of Quebec.

A RECENT telegram from Washington to the Toronto *Mail* says there have recently been a good many enquiries from Canada as to the probable effect of the proposed tariff bill upon the Canadian lumber trade. The situation is this: The House Committee on Ways and Means, where the measure originates, has for the present passed over the lumber schedule in the original bill, and has left the main provisions of that bill substantially like those in the Senate bill of last year, after which this new tariff bill is to be modeled An important feature, that relative to the retaliatory provision, which it has been suggested should be inserted in the bill as an offset for the export duty levied by the Dominion Government upon logs, has been temporarily passed over, and no action has been taken as yet with regard to it. Mr. Dingley, of Maine, a member of the Committee of Ways and Means, has proposed to that committee that a provision shall be inserted in the bill that an additional duty shall be placed upon sawn lumber coming from countries which impose an export duty upon logs to the amount of the export duty so imposed. This proposition is directly aimed at the export tax imposed by the Dominion Government upon Canadian logs. The effect of the insertion of this proposition in the tariff bill would, if the latter should be enacted into law, be to double the present duty upon sawn lumber. If for instance the export duty should be maintained by the Dominion at $2 per thousand on logs, the duty upon sawn Canadian lumber imported into the United States would be $4. Mr. Dingley's view is that if the provision were adopted by the United States Congress, the result would be that the Dominion would remove the export duty from logs. No proposition has been made here, and none will be made to impose any duty upon Canadian logs. The lumber manufacturers of this country, particularly those of the States adjacent to the great lakes, desire to have the Canadian logs in order to use them as the raw material from which they can manufacture lumber; and the export duty upon Canadian logs now imposed by the Dominion is seriously interfering with the use of Canadian logs in those border States. A proposition very similar to that which has been proposed in the House by Mr. Dingley has been introduced in the Senate by Mr. Hoar and referred to the Senate Committee on Finance, to which the tariff bill will ultimately go.

THE lumbermen on the other side of the line do not appear to present a bold front in their efforts to induce the American Government to do something foolish by way of compelling the Canadian Government to repeal the export duty on logs. As it has before been intimated in the LUMBERMAN, our friends are not united on the question. A lumberman, operating in Michigan writes to an exchange as follows: "It is my firm belief that a different line or policy should be pursued in reference to Canadian logs and lumber. Let our ports of entry be thrown open to both the logs and lumber of our sister country, and the general effect will be good. Instead of irritating our neighbors when there is no necessity for so doing, let us rather pursue a concillating policy, especially when our people are to be the ones most directly benefited, as they surely would be by the removal of the lumber and log duty. I am not in favor of annexation, nor political union, for I believe that we have grave problems now confronting us, too many conflicting interests to harmonize, too large an element of foreign and unpatriotic spirit to assimilate and civilize and Ameri-

canize, to justify any such measure as the annexation of either Canada or Mexico. but a commercial interchange of the products of these countries with ours is practicable and would result in our gain. Possibly our people would not be benefited by lower prices for lumber, but the home supplies would be relieved of a terrible drain, and made to last many years longer than they now seem likely to do, unless a more liberal spirit is manifested in the treatment of the lumber tariff question."

In the Ontario legislature, Hon. Mr. Hardy denied that the Crown timber agent at Rat Portage had absconded. He said, Dulmage, a bush ranger, had been employed by the government to obtain information and prevent parties from cutting timber without licenses, or who held licenses from the Dominion government and were paying the funds into the Ottawa treasury. Dulmage had not been given authority to collect moneys, but had done so, and had made his returns at various times. He didn't hand over all the money, however, and when the government found it out issued a warrant for his arrest. Dulmage skipped, leaving the province out $15,000. As he had not been appointed timber agent he had never given security.

We learn with regret that the well-known lumber firm of McCraney & Wilson, of Toronto, has been compelled to assign. The news of the failure will be received with surprise, as the firm was in good repute, and believed to be in a sound financial condition. It is stated that the direct liabilities of the firm amount to $50,000 and the indirect to $40,000. Several explanations are given for the failure. The lumber trade has not been in a flourishing state for some time past, and the firm has sustained severe losses. Coupled with this Mr. McCraney has been in bad health and could not give his affairs the personal attention required. The assets will, it is said, cover the liabilities of the firm, and consist of accounts due and stock. It is to be hoped the firm will be able to make a satisfactory arrangement with their creditors so that they may be enabled to resume business before long.

Mr. Jas. A. Vanwart, of the St. John and West India steamship line, who recently returned with the Portea, is most enthusiastic over the prospects of trade with the south, and declares that the most sanguine expectations of the promoters of the line have been exceeded in the reception afforded the enterprise by the colonies which were visited. He says that the people on the islands and in the Demerara have a strong British sentiment, and are anxious for closer commercial relations with Canada. The merchants would be glad to buy in Ganada if articles and prices suit. They complain that cards sent them from business houses in Canada do not contain quotations of prices, while such information is always given by English and American firms. They pay spot cash and are not waited upon much by commercial travellers, but buy by quotation and sample. Mr. Vanwart found that pine was the favorite lumber for that warm climate. Large quantities are imported from the States, nearly all of which is from Canadian saw mills.

An eastern lumberman, down in the State of Maine, writing to a local paper, gives some timely hints on how to consign lumber. He says: Many persons shipping lumber, timber, &c., do not exactly understand the nature of shipping such stuff. New York city inclusive of neighboring points, is without question the largest consumer of lumber in the world. In what we call a working day this section consumes about 400,000 ft. of different kinds of lumber an hour or the enormous total of 1,200,000,000 feet a year. With this in view the unsophisticated shipper might reasonably argue that it would be at any time safe to consign a few cars of almost any kind of stock to such a gigantic market and be sure of getting a fair value for the stock shipped; yet such is not the case. It is an extremely hazardous business to make *promiscuous consignments* and the shipper who does so is pretty certain to be dissatisfied with the returns that he receives. If shippers will follow the advice we herein give and do their part of the business faithfully, we believe that they will find that shipping lumber on consignment is a good business and one that will yield fully as good returns as sales made in any other manner. Now when a shipper starts out to do a consignment business his first duty should be to select a good reliable commission dealer. The way to ascertain the standing of such is first to write him and ask his references. On receipt of a reply do not ship simply because his references look good but investigate them. If a shipper can also communicate with a good commercial agency he should do so. After being thoroughly satisfied on the question of honesty and ability the next thing is to establish confidential relations together. Withhold nothing that will give a commission man the inside facts as to your stock to dispose of. Having done all this it is not yet time to ship. The next step is to inform your agent—for such your commission dealer becomes—as to what you have to sell. Be explicit. In defining your stock always state the amount in feet of each thickness you have to market; state carefully how long it has been on sticks, whether carefully piled or not. Give the width as nearly as possible. Define the quality based on the rules that we will hereafter lay down and it is always better to err on the right side and make your description a little poorer than the stock actually is than the opposite. Having done all this, in due time you will learn about what such stock is worth, and if on receipt of such information you feel justified in shipping do so. After the shipper has concluded to ship, his next thought is loading the cars. This must be done as neatly as possible, putting each thickness (if shipping more than one thickness) by itself, having the ends nearest the door in a box car and ends of a flat, even uniform, for on its arrival your agent may want to exhibit the stock as it lies in the car and the better appearance it makes the more likely is it to attract a buyer. So shippers will see that it is to their advantage to have their stock appear well when shipped; then as the stock has been brought to market, sold and delivered, comes the settlements As soon as the stock is delivered, a good commision man will at once remit by cash. No matter how he makes his settlements with a customer, he will remit you in cash as soon as sold, unless otherwise agreed. Never draw on the seller, unless instructed to do so, and then it is better to draw on a three days sight as drafts at sight do not carry grace, and are liable to find your agent out and be returned dishonored; whereas at three days sight, if when the party on whom they are drawn should be out, a notice is generally left at his office and drafts are held by the Bank for acceptance. Always remember that after arrival of stock, deliveries can not be made in a day, in fact it often takes from a week to ten days to get unloaded, surveyed and inspected. Your confidence in your agent should be such as would lead you to believe that no unneccessary delay will be allowed. The charges for handling stock are 5 per cent. commission and 2 per cent. additional for cash settlement. There is another item, storage. It is always better to place all shipments direct from the car, but sometimes it occurs that a seller may think it more advantage to the shipper to put stock in the store house, and sell from there. When such is the case, charges vary according to the place, a fair basis for calculation, would be $1.50 per thousand feet the first month, which includes unloading, carting, &c., and 30c per feet for subsequent months. If shippers will take all this to heart there will be little cause for complaint.

SPLINTERS.

Mr. G. W. Ostrom, representative in the local legislature, has introduced a bill to amend the Act respecting the driving of sawlogs and other timber in lakes, rivers, creeks and streams.

* * *

Mr. Cook, M. P., intends to move for an order of the House of Commons, giving a complete list of all applications for timber limits in Manitoba, Keewatin, British Columbia, and the northwestern territories, showing the names and addresses of applicants and the limits applied for, not already brought down; also for orders in council relating thereto.

A new saw mill Association has been organized at Atlanta, Georgia, to be known as the Georgia Saw Mill Association. Its object is to secure uniform inspection and measurement, equitable freight rates and a general regulation of all matter of interest to the mill owners.

* * *

Advices from Manitoba state that the supply of men for camps in that province does not nearly equal the demand, Over one thousand men have been engaged in Winnipeg for work in the lumber camps within the past six weeks, and it is quite probable that some of the contractors will have to import men from the east.

* * *

Several cuttings of spruce deals for next season are reported as sold at prices slightly in advance on last year's rates, among which are the Montmorency, to Messrs. Dobell, Beckett & Co.; Sewell's to Messrs. Smith, Wade & Co.; Crawford & Atkinson's to Messrs. John Sharples, Sons & Co.; Joly's to Messrs. John Burstall & Co., and J. S. Murphy's two cuts (Riviere a Pierre and St. Joachim,) to a Liverpool house.

* * *

This winter, square timber is being got out all along the line of the Canadian Pacific Railway from Ottawa to Lake Superior, the completion of that line having opened out new districts, where valuable pine timber is being made. This timber will be carried by rail to a point between Ottawa and Montreal, where it is thrown into the river and rafted to Quebec, from which port it will be forwarded to the English market.

HOME AND FOREIGN TRADE REVIEW.

Office of Canada Lumberman,
Feb. 28th, 1890.

Trade is very quiet at Toronto but this is usually the case at this time of the year. The weather has been favorable for logging during the month, and prospects both for stock and business will correspondingly improve. There is no depreciation in prices worthy of mention, but trade has been very quiet. Work in Ontario is progressing finely in the woods. In the Ottawa Valley lumbermen are very busy getting out both logs and square timber.

The threatenings of the United States Legislators to add to the present duties on lumber an increase equal to the Canadian export duty on logs unsettles the view of those holding large stocks of sawed lumber in Canada.

Those who profess to be in the secrets of some of the leading senators of the United States claim that this measure will be put through.

Lumber and shingles are both weaker than a year ago. A little stiffening of views was held in some quarters during the continued absence of snow among sections along the frontier, but now that the weather is favorable to log drawing all reports of short supply disappear.

Undoubtedly the large failures that are taking place throughtout the States in different lines of business coupled with the stringency of the money market in Canada adds to the depression which is being manifested in the number of small lumber establishments with their accumulation of lumber that have been and are being closed out.

Lath owing to the mildness of the winter have been in rather better demand in the New York and Boston markets than usual.

FOREIGN.

Trade in Britain is fairly active for the time of the year, and a considerable amount of lumber is constantly going into consumption. A very good business is being done in American walnut, and though the recent arrivals have been rather heavy they have not been much in excess of the demand. First class American whitewood is moving well at fair prices, but inferior stuff is weak. Logs are not in brisk demand and prices are barely remunerative. The cessation of fresh shipbuilding orders and the unsettled condition of the iron market has tended to create a depressed felling and the timber trade in consequence is not so brisk as it has been. The imports to Glasgow at this season are usually confined to parcels per steamship from the States, but of late these have been restricted to very

small quantities, owing to high steamer rates. In the absence of imports, stock of walnut logs are fast being reduced, large sales having recently been made.

The Montreal freight market for deals has opened at 60s per standard for steamers to Liverpool for one or two trips and several to London at the same rate. "It may hardly be necessary," says an exchange, "for us to again impress upon the saw millers of Canada the absolute necessity that exists for a curtailment of their productions. Most of the markets of this country are overburdened with stocks of pine deals, and they will only act prudently if they restrict their output to moderate limits, so as to give the markets here a chance of reducing the present heavy quantities under which they labor."

Several Quebec shippers are now on the other side of the Atlantic, and it is understood that several contracts have been made around on the Scotch coast; the business transacted is, however, not very extensive. Quebec freights are inclined to recede further; 23s to Clyde fails to find charters and ships are freely offering.

RAMBLING NOTES.

By Our Travelling Correspondent.]

MIDLAND.

Seventeen years ago, this now very thriving town of nearly 3000 population, with its mayor, corporation and fine public buildings, well laid out streets, etc., was almost a virgin forest. Midland and its district, however, has two histories—its present and its early Indian one. It was the stronghold of the once mighty Huron tribe; and here the early Jesuit fathers first planted the flag of christianity among them, and the Indian Legendary lore of the district teems with tales of suffering and eventually martyrdom which those heroic, well born, and educated men endured. The greater tribe of the Iroquois, however, eventually conquered and almost entirely wiped out the Hurons, and only a straggler here and there still remains to hand down to posterity the legends of the once mighty race, and the first to receive and accept the doctrines of christianity. Now the axe of the lumberman has changed the face of this once war-like scene; the white man has replaced his Indian brother, and towns small and great, are springing up with their fine buildings, elevators and railway tracks, and occupying the spots where the Indian wigwams for centuries had been pitched.

Messrs. Peters & Cain have been operating a steam saw mill here for the past six years with an annual output of about five millions. They ship principally to Toronto and West and to the United States. They report stocks as heavy, but recent enquiries give them every hope for a brisk spring trade.

Chew Bros. have been here also for 14 years, they have a steam saw and shingle mill. They report having quite two-thirds of last season's stock still on hand, and only intend to produce about half the usual quantity this season. Present demand is not great but prices hold their own. Hardwoods, oak and basswood are most in demand.

The Emery Lumber Company, of East Saginaw have an agency here, presided over by Mr. D. L. White, jun., the treasurer of the Company. They have three large limits and cut annually from 12 to 15 million feet of lumber which they ship to the United States for export. They have been operating thus here for past three years on account of the export duty on logs to the United States. Mr. White reports present trade as quiet without prospect of improving till spring trade comes in.

Last fall. as usual, cars of the G. T. R were very scarce, but are plentiful now when useless. Shipments could not be made and in consequence stocks are much heavier than they ought to be, and less will be taken out this winter than usual. The Southern States yellow pine has been felt to hurt not only Canadian white pine but also that of Michigan.

The Ontario Lumber Company, whose chief offices are at Toronto, have a five million capacity steam saw mill located here under the management of Mr. A. Cadenhead.

Mr. A. Miscampbell's is the largest steam saw mill here. He has two circulars and a gang saw in operation, and last year cut about 17 million feet of lumber for the Emery Lumber Company and other customers.

VICTORIA HARBOR.

The Victoria Harbor Lumber Company is located here; have been established 19 years, and operate two steam saw mills, with an annual output of some 15 millions.

Mr. John McDermott's steam saw mill, with a capacity of two millions per year, has been located here for past ten years.

STURGEON BAY.

The very oldest saw and shingle mills in the Georgian Bay district are located here, owned and run by Messrs. Playfair & Co. They turn out some 10 millions per annum, shipping principally to the United States; and deals to Great Britain.

Mr. W. Tanner, has also a saw mill located here.

WAUBAUSHENE.

Here is located the headquarters of one of the largest lumber companies in the Dominion of Canada, viz: The Georgian Bay Lumber Company, Ltd., whose operations last year exceeded 100 million feet, 50 millions of which was actually manufactured lumber. Mr. Scott reports stocks as heavier than usual, and that they, like other firms, will take out much less this winter; but the only feature worth noticing is that reports from the United States indicate a brighter prospect for the coming season.

FESSERTON.

Messrs Laking, Trask & Co., whose steam saw mills are located here, have just dissolved partnership by mutual consent, Mr. Laking being now the sole proprietor.

Mr. E. U. Wiffen has a circular mill located here with a capacity of three and a half millions. Having some one and a-half millions in stock, he does not intend to take out as much as usual this winter.

Messrs. John Campbell, Y. N. Brisley and A. M. Wood have also mills located here, but as they were shut down, and all away in the limits cutting I could not get any information this visit.

R. O. D.

BRITISH COLUMBIA RED CEDAR.

The red cedar (*Thuya gigantea*) of British Columbia, comes next in importance after the Douglas fir, but the time is rapidly approaching when it will be fully as well known and appreciated both in the home and foreign markets as the latter. For inside finish the British Columbia cedar is unequalled in color and beauty of grain, and some handsome and striking effects can be produced by the use of this wood. To-day some of the most palatial residences in Canada and the eastern states are finished in British Columbia red cedar, and with excellent effect. It is susceptible of a high polish, which, apart from its rare and beautiful grain, makes it all the more valuable for panel work and ceiling. It is durable beyond belief, and is exceptionally easy to work. In common uses it is manufactured into doors, sashes and shingles, and an extensive market has already been found in the Northwest Territories and the eastern provinces for these lines, and the demand is constantly growing. Shingles cut from red cedar are absolutely free from knots, and they neither curl, warp or split, and dampness has little perceptible effect on them. For the same reasons the wood is particularly adapted to the manufacture of sash and doors. Fort Nesqually, built by the Hudson Bay Co. in 1841, was covered with split cedar shingles, which are still sound. Roofs laid 30 years ago in Westminister, and for many years covered with moss, have never leaked and appear little the worse for wear. The red cedar has always been in great favor with the Indians, who hollow their canoes out of the wood, because it is so light, splits so true and works easily. The early inhabitants of Queen Charlotte Islands built their houses from the red cedar, they being able even with the rude tools then in use among them to split the logs to any thickness required. It is an invaluable timber for the many purposes mentioned, and it is bound to extend until it is found on every market on the continent.

An Excellent Thing for Journal Bearings.

This is about the time for building and repairing many different king of machinery preparatory to next season's operations, such as steamboats, grist mills, saw mills, engines, mining machinery, line shafting, etc. The important thing for the successful working of machinery is to have good bearings made of the best box metal that can be had, as with good boxes you have a good working machine. The Toronto water works engines, on which Spooner's Copperine is used, have now been running two years, and at the present rate of wear, the boxes will last fifty years. Copperine is now admitted to be the finest metal in use for such purposes. It is as much better than Babbit's metal of any kind as steel is better than iron. Any machinist seeing the engines referred to working would be delighted with it Mr. Spooner is an advertiser in this journal, and in our rounds we have enquired from those who have used his Copperine, and without exception it is pronounced the best metal for wear of any in use. At the present time we should think Mr. Spooner would do well to introduce his Copperine, into the United States as they have nothing like it, and it would be a larger field for his energies.

PERSONAL.

Mr. Peter McLaren, of Perth, Ont., one of the wealthiest and most favorably known lumbermen in the province, has been called to the Senate. Mr. McLaren is chiefly known to fame from his connection with the suit that gave rise to the Rivers and Streams bill, which was time and again disallowed by the Dominion Government. Mr. McLaren will be quite an acquisition to the Senate as he has the reputation of being a very level headed man.

Mr. A. Miscampbell, one of Midland's prominent lumbermen, paid us a short visit during the month.

CASUALTIES.

Wm. Cronin, of Moncton, N. B. was crushed to death by a log falling on him while at work in the woods.

Last month, a man working in Dunn's camp on the Spanish river, had his leg broken by a log rolling over it.

Neil Macdonald, a workman at the Glenrodden saw mill, Ont., was crushed to death by a number of logs rolling over him.

Francis Seguin, a shantyman from Ottawa, while at work on the Temiscamingue, had both his legs broken by a tree falling on them.

A young man named John Gorman, of Packenham, was killed Feb. 6th, while working in Ferguson's shanty, Mississippi, Ont., by a large log rolling on him.

Two young shanty teamsters from Glengary county named Robert and Donald McAllister, while crossing a small but deep lake on the Upper Ottawa, with two loads, broke through the ice. The men by almost superhuman exertion saved their lives, but both teams were lost.

John Hopkins, and Alfred Granston, not long in the country from England, went up shantying for a firm on the Du Lievre. They recently returned, Hopkins having both hands badly frozen and Granston his foot crushed by a heavy piece of timber.

Quebec Mines and Crown Lands.

A statement contained in a report of the Crown Lands Department just distributed in the House shows the value of the mineral produce of the Province of Quebec for the season of 1889 to be $2,266,660. Mines of various kinds furnished employment to 2,064 people without counting those engaged in building, cutting wood, in the accessory workings, and those employed in the different matters connected with mining industries. If it be added that the more important of these industries are yet only in their infancy, and that others, such as those connected with iron, the employment of natural gas in the St. Lawrence Valley, that of petroleum in Gaspe, &c., are, so to speak, not yet in existence there will remain no doubt that the Province of Quebec has much to look forward to in the development of her mineral resources. The most valnable mineral output of the year was that of copper, which amounted in value to $720,000. The phosphates produced $460,000, asbestos $352,260, building stone $200,000, bricks $200,000, slate $90,000, and pig iron manufactured from bog ore $120,000.

THE NEWS.

ONTARIO.

—Mr. Philip Evans is building a fine new mill at Bondhead.

—McKinnon & Walsh, of Little Current, have cut 30,000 logs this winter.

—Mr. D. Cambpell, of Sturgeon Bay, is shipping shingles to New Hampshire.

—Mr. Zimmerman is building a sash, door and blind factory at Windsor.

—Rankin River Lumber Company, Sauble Falls, are succeeded by Lowry & Lawrence.

—Christie & Co.'s shingle mill at Severn Bridge is running steady and the shingles find ready sale.

—The season's cut of lumber on the Quinze river has been excellent, and the drive will commence early.

—Leask Bros. planing mill and sash and door factory at Gore Bay is now completed and in good running order.

—Maitland & Rixon's new saw mill, which was wrecked in the high wind at Owen Sound, is being re-constructed.

—A large number of Canadians on their return from the Michigan woods, have arrived on foot in Stratford penniless.

—The Lumber Splitting Company's new factory at Trenton is now ready for operations, and will be started in a short time.

—Geo. Wilson, of Dalston, has purchased the hardwood timber belonging to Mr. Watson and started a camp of woodchoppers.

—Three men who came down from Pierce & Co.'s shanties, where there are 55 men, report all hands sick with the exception of three.

—A large new gang saw and boiler and engine will be put into the saw mill at Thessalon, and it will be run to its full capacity all summer.

—Mr. A. McCormack, lumber merchant of Pembroke, is spoken of as the liberal candidate for the new constituency of Nipissing in the Local House.

—Cook Bros., of Serpent River, have completed their new tramway in place of the one destroyed by fire last fall. They are also erecting a large new dock.

—Lumbering operations are brisk at Sundridge this winter, and teams are in great demand. Large quantities of wood pulp are being shipped from that point.

—Silas Bundage, operating for the Chatham Manufacturing Co., has been getting out timber in the vicinity of Ruthven, and is now engaged in shipping it.

—George Cartwright, lumber merchant, Carlisle, has purchased 20 acres of timber from Mr. Henry Castle, but in the absence of snow he is compelled to let it stand.

—Plenty of snow in the Nipissing district and in consequence saw logs and timber are moving lively. Mr. R. Smith is putting some fine timber on Beatty creek.

—Three shantymen from the limits on the Coulonge have arrived recently in Ottawa, all suffering from la grippe. They report the disease very prevalent in the woods.

—Large quantities of lumber, shingles and pulp wood are constantly being shipped from Burk's Falls and the shipments would be much larger if a sufficiency of cars could be procured.

—Three hundred million feet of pine on one small river in Western Algoma is the report of the Ontario Government bush rangers, and the Rainy River railway is to run through that country.

—Robert Livingston, of the 16th concession, county Grey, has the contract for getting out logs for the Star mill. Mr. Querengesser's mill on the same line is running again sawing up a quantity of old stock.

—Gilmour & Co. are getting out a large quantity of logs and a quantity of square timber. 160,000 logs will come down the Moira, and already large quantities are coming into Trenton by rail to be cut at the Cedar mill.

—Down the Ottawa river, including its northern tributary streams, were floated during the year ending June 30th, 1889, 127,923 pieces of timber and 3,725,386 saw logs, producing a revenue to the Government of $87,709.39.

—Large numbers of shantymen on Black river have been laid up with influenza, and several teams which went up late in the fall have been standing in the stables ever since owing to the inability of their drivers to work them.

—The Grass Valley steam saw and shingle mill of Mr. John Hobert, Burk's Falls, on the Magnettewan river, started up last month to cut custom logs that have been hauled to the mill on sleighs. As soon as these are cut into lumber he proposes to run the shingle mill right along until the regular season opens for lumber cutting.

—T. Nester & Co.'s camp is situated twelve miles from Thessalon and sixty miles from the Sault. Work began on the first of September; cutting and skidding of logs were over before Christmas; hauling of logs began with the new year. They will put out about 70,000 logs this winter on the Mississauga river.

—Lumbering is brisk in the neighborhood of Coldwater. Messrs. Playfair & Co. are getting out seven thousand cords of wood intended for shipment to Toronto. They are also cutting near Sturgeon Bay. Jos. Brown is getting in a quantity of pine logs, and the Georgian Bay Lumber Co., although not going into the business as strong as in the past, are cutting a fair number of logs.

—Mr. Wm. Williams, of Houghton, has invented an appliance for skidding logs. The apparatus consists of skid and a derrick carrying a snatch block and a pulley. A chain is attached to the skid and passes over the snatch block and the power is supplied by means of a team of horses or a yoke of oxen and a logging chain to the pulley, and the log lying on the chain is thus lifted on to the skid.

—A company of Canadians have purchased a large quantity of standing timber along the Sturgeon River and Otter Creek, in Michigan, and are now engaged in cutting and squaring it and hauling it on sleighs to a shipping point on the Sturgeon. It is claimed to be the best timber in the upper peninsular. It is to be shipped by water to Quebec and there re-shipped to Liverpool. Operations on a much larger scale will be commenced there next summer.

—Port Carling, in the Muskoka district, has two saw mills. Mr. R. McDermott has a saw mill which he runs fairly steady from May until November each year. He does almost exclusively a shipping trade. J. S. Wallis, also has a steam saw, shingle and planing mill, which he usually runs from April to December, and sometimes starts up as early as March and runs to the end of the year. He gives his time and attention almost exclusively to the local trade.

—Some 25,000,000 feet of lumber are booked to be shipped to the States, via Rideau canal, next summer. Nine years ago only 1,000,000 feet went by this route, showing a very large increase. According to the Washington treaty, Canadian barges can go no further with freight than Oswego, none being allowed in American inland waters. Bargemen complain that could they go further they could bring back coal instead of returning light.

—The favorable weather of this season has caused a large quantity of logs to be taken out at McKellar by the different lumber concerns. S. & J. Armstrong are getting out a quantity of basswood and pine to cut at their mill at Parry Sound. They are also now cutting some of the same at their McKellar mill. The surveyors of the Parry Sound Colonial Railway expect to pass through this village en route to Burk's Falls the other terminus of the road. The railway to Parry Sound is now an established fact, and this will help the lumbering interests at that already important lumber centre.

—Mr. Robert M. Gibson of this city says the Ottawa *Journal*, has invented a machine which can be attached to any saw mill at a comparatively small cost, and without the necessity of making any alterations in the present machinery; having for its objects the handling and conveying the saw dust from the mills to a furnace where it can be consumed, or otherwise to carry it any reasonable distance for utilization for fuel or other purposes. Mr. Gibson's invention has already been submitted to competent authorities who have expressed themselves as satisfied that it will accomplish all that the inventor claims for it. The machine also is intended to separate blocks, edgings, etc., from the saw dust after it has been caught and carried from the mill.

—Mr. Kennedy, of the Cameron & Kennedy lumber mills of Norman, Lake of the Woods, says it is the firm's intention to take out the same number of logs this winter as last. He does not anticipate any trouble from low water, such as some of the mill owners experienced last year and the year before. The heavy fall of snow during the past few weeks has tended to allay any fears which the lumbermen had that 1890 would be another year of exceptionally low water. It is said that with a rapid spring opening, lumbering and navigation on all the lakes and rivers in the country will be better than for many seasons past. Mr. Kennedy is a firm believer in the Hudson Bay railway, even if the bay is only navigable for three or four months. He spoke of the magnificent water power at Grand Rapids, to which Minneapolis would be no rival, the iron mine and fisheries which would be developed, and sees in the construction of the line a future for Manitoba and the Northwest which without this line will remain in the far future. Mr. Kennedy is sanguine over the prospects of Rat Portage and looks forward to stirring times next summer.

QUEBEC.

—G. H. Henshaw, lumber merchant, Montreal, has assigned.

—The "Three Lake Mills" at Spider Lake are not lumbering this season.

—Mills & Cook have their sash and door factory, at Brome Corner, in full operation.

—The cut of spruce logs in the St. Maurice district will equal, but pine may be somewhat less than last season.

—Mr. Joly's Lotbiniere cut which will likely be about 100,000 feet has been sold to Messrs. John Burdsall & Co.

—Messrs. J. Sharples & Sons, have purchased Atkinson's and Crawford's cuts for the season being about 200,000. feet.

—The cut of Mr. Murphy's mills at St. Joachim and St. Pierre have been sold to Messrs. Kennedy of Liverpool and will reach about 200,000 feet.

—Whole gangs of men suffering from La Grippe have been obliged to return from the manufacturing districts, and the winter output will of necessity be curtailed.

—Labor is quite scarce in the Lake St. John district this year. Lumbering operations are going on to such an extent that employment is offered to every available man.

—The British Government has awarded the contract for Canadian lumber and deals for the Imperial dock-yards in England to Messrs. Dobell, Beckett & Co., of Quebec.

—Messrs. W. & J. Sharples, of Quebec, have contracted for about 200,000 feet of Michigan waney, and have also bought Caldwell's manufacture of square and waney timber amounting to about 300,000 feet.

—Messrs. Smith, Wade & Co. have contracted for Messrs. Klock's manufacture of square and waney timber, amounting to about 1,250,000 feet; the same firm have bought the new Hawkesbury Lumber Company's output of about 400,000 feet.

—It is reported that Messrs. Dobell, Beckett & Co., of Quebec, have contracted with a Wisconsin firm for next season's delivery for 400,000 feet of waney, and also with the Georgian Bay Lumber Co. for 350,000 feet of Michigan waney.

—Messrs. Goodday, Benson & Co., of Quebec, have purchased about 100,000 spruce and 300,000 pine wintering over at Hall's mills, Becancour; they have also contracted for the Saguenay mills of St. Fulgence, which will turn out about 200,000.

—A large parcel of square waney pine consisting of about 700,000 feet, recently changed hands at Quebec, at a slight advance on previous quotations. The only raft of square and waney pine, now wintering over at Quebec, is that of Mr. Edwards measuring about 52,000 feet.

—The total revenue of the Crown Lands Department for the fiscal year ended 30th June, 1889, is shown by the report of the Commissioner, to have reached the enormous figure of $1,065,199.65, and the expectation is expressed that for the current year the revenue will amount to $1,200,000.

—Messrs. Dobell, Beckett & Co. have bought about 180,000 pine deals wintering over at the Buckingham mills and a large quantity wintering over at Baptist's Three Rivers and Calumet Mills; they have also contracted for the Montmorency cut, for the coming season amounting to about 500,000.

—The improvements under way at James Maclaren & Co.'s and McClymont & Co.'s mills in New Edinburgh are almost completed and will much improve the capacity of both mills. Lumber shipping from the yards across the Rideau has now assumed a lively turn, large quantities being consigned daily to the United States markets, via the St. L. & O. railway.

—Most of the cuts of the Quebec mills, consisting principally of spruce, have been sold for the coming season. The prices may be quoted at $41.50, $28, $25 and $21 f.o.b. bateaux, at which figures most of the contracts have been made. The Breakey Chaudiere Mills cut, which will turn out about 400,000 is the only considerable cut now remaining unsold.

—C. G. Davies, timber merchant, of Quebec, who was agent for Bryant, Powis and Bryant, a well-known and extensive house of London, England, has absconded, being defaulter it is said, to a large amount. The exact amount of the absconder's shortage, is a mere matter of speculation, but it is placed all the way from $150,000 to $200,000. Dabbling in timber and stocks is said to have led to his difficulties.

—A number of Quebec mills have disposed of their cuts for the coming season. Messrs. Smith, Wade & Co. have purchased from Mr. Edwards the Rockland pine deals which wintered over and amounting to about 700,000. The price is said to be the same as paid Mr. Gilmour for his cut of last year, $115, $80, $39, and $29. The same firm have also contracted for the coming season's cut of Mr. Sewell's four mills which will run up to about 250,000 feet.

—Brown's sash and planing mills at Lennoxville, Que, burned Feby. 8th. Loss $3,000; insurance $1,500.

—London *Timber* of January 18th says: Messrs. Smith, Wade & Co. have purchased the Edwards' pine deals wintering quantity about 10,000 Petersburg stds. These deals are well-known in this market. Messrs. Dobell & Co. have purchased the Baptist (Three Rivers and Calumet) cuttings of pine deals also the balance of the Ross, Buckingham. Prices have not transpired, but are understood to be about on the basis of previous sales in the Quebec market.

—A large amount of business has already been done in Great Britain in chartering from Quebec and other ports on the St. Lawrence for next spring. Current rates to range of U. K. ports are: Deals, 62s 6d, and timber 25s. From the spruce districts some business has also been done at from 60s to 65s for New Brunswick ports, and 55s for Nova Scotian ports. Shippers are particularly requested to insert in the charter party a clause that "any time lost by reason of strikes, lock-outs, or combinations of workmen—whether partial or general—shall not count as part of the loading or discharging time."

—The Scotstown Lumber Company, is applying for articles of incorporation under the "Joint Stock Companies Incorporation Act," for the purpose of lumbering, sawing and manufacturing sawn and dressed lumber, and doing a general milling and trading business. The chief place of business will be at Scotstown district of St. Francis. Capital stock fifty thousand dollars, in five hundred shares of one hundred dollars each. The names of the applicants are Frank Dudley, Portland, Maine, lumber dealer, Rufus Henry Pope, of Cookshire, mill-owner; William Ives, advocate; and Henry Braithwaite Brown, advocate, both of Sherbrooke. William Ward Bailey, of Cookshire, miller. The first directors are the said Frank Dudley, Rufus H. Pope and William B. Ives.

MANITOBA AND THE NORTHWEST.

—The saw mills on Lake Winnipeg cut last season about fifteen million feet, all spruce and tamarac.

—The total amount of lumber sold in Manitoba last year was about one hundred and twelve million feet.

—Mr. J. A. Christie, of Brandon has a fine saw mill at that place and expects to cut ten million feet this season.

—R. B. Wisch, lumber dealer, McGregor, has bought out George Rogers' lumber yard at that place and combined the business with his own.

—Albert Carman, of Winnipeg, has been appointed to assume the management of Dick, Banning & Co.'s lumber yard at Portage la Prairie.

—A government inspector seized npwards of 500,000 shingles and some lumber in Minnedosa recently. They had been manufactured without the manufacturers first interviewing the Government.

—There are seven saw mills on the Lake of the Woods, which will saw this season 60,000,000 feet, providing no logs are "hung up" in driving, and some say that the cut will be near 80,000,000 feet.

—The Western Lumber Company are building a new tug at Fort Francis for Rainy Lake. About 40,000,000 feet of logs are to come down from Rainy Lake this season and about the same from the American rivers.

—Capt. J. Jonnasson, one of the most extensive lumber shippers on Lake Winnipeg, says the various companies are taking out a greater number of logs than they first calculated upon. The season has turned out more favorable than was expected.

—The Ontario & Minnesota Lumber Company have limits on the Big Forks, they had about ten million stuck last spring. Their contractors are putting in 15,000,000 this winter, but on account of sickness among the men they will probably only put in ten or twelve million feet.

—Considerable railroad building will be done the coming summer in Manitoba by all the railroads, including the Central Pacific, Northern Pacific and Manitoba, and other branch lines from these main roads, which will greatly increase the demand for bridge timber, &c., and as new towns will spring up, considerable lumber will be required for building purposes.

—The Dominion government is calling for tenders for a license to cut timber on a length of 50 miles square on the east side of Lake Winnipeg, beginning at the mouth of the Hollow Water river, a tributary of Lake Winnipeg on its eastern shore; thence northerly along the eastern shore of the said lake 10 miles in direct distance, and back easterly throughout from the shore of the lake, five miles measured at right angles to its general bearing within the said distance. Northern and southern boundaries to be due east and west lines, the rear boundary to be in not more than four courses.

—Bailey & Saunders, of Duluth, who are cutting their own timber from deeded land, are cutting this winter on the Little Forks River; the Itasci Company, are cutting north of Duluth, 4,500,000 feet of logs, which they have contracted to furnish Dick, Banning & Co., delivered in the Rainy river next spring, and to whom they sold and delivered the only American logs brought into Canada last year from the State of Minnesota, the amount being between six and seven million. The other parties who had logs in the State of Minnesota to be delivered in Rainy river were all stuck and may come down this season.

BRITISH COLUMBIA.

—The saw mills on the coast have resumed operations and it is conceded that the busiest season on record is ahead of them.

—The Royal City Planing Mills Co. are well supplied with orders and will have to run to their fullest capacity to meet the heavy demands.

—The British barque, Gloaming, has been towed to sea from Hastings saw mill, Vancouver with 1,031,000, feet of lumber for Calao, Peru.

—A carload of machinery has arrived at New Wesminster from Cowan & Co., Galt, Ont., for use in Mr. T. Ackerman's new sash and door factory.

—The Vancouver Lumber Company's saw mill has been purchased by Messrs. Edmond & Webster, of Westminister, who propose to run it on a large scale.

—A number of Ontario capitalists are negotiating for the erection of a saw mill above Mr. Laidlaw's cannery, at Sapperton. Arrangements have been completed for the purchase of land for the mill site and lumber yards.

—It is reported that a number of the piles at the new Ross-McLaren mill have been smashed by the ice jamming against them. Also, that the chimney of the saw dust consumer has been canted over by the force of the recent gale.

—The Victoria Lumbering & Trading Co. have commenced to manufacture at their mill at Chemainus the material for their new mill. The new mill will have a capacity of sixty million feet annually, all of which is intended for the export trade.

—Work in the logging camps is almost entirely suspended owing to the heavy snow in the woods. Not being prepared for lumbering operations on the eastern plan the loggers have been forced to suspend operations until such time as the snow disappears.

—The Port Moody saw mill, after being repaired, has again started running full time, with a large number of orders ahead. The North Pacific Lumber Company are pushing the work in connection with their mill, which is expected to be the largest on the inlet.

—The contract for framing the bridges for the Regina & Long Lake railway has been awarded the Royal City Planing Mill, Westminister. Work on them will be begun at once. When completed they will be put together, to see that everything fits, after which they will be taken apart and shipped east.

—The report of the minister of the crown lands recently issued, states that there are 25 saw mills in the province, with a daily capacity in the aggregate of 170,000 or about 275,000,000 per annum. The acreage of timber leases held from the provincial government amounts to 135,063 acres, and on crown lands, 10,930,400; timber leasehold, 9,420,565; private property, 3,342,352, total 31,878,384; royalty collected, $12,575.59; rebate on timber exported $3,051.48.

—The shipments of lumber from British Columbia during the past year approximates some 32,000,000 feet, valued at nearly half a million dollars, and about fifty ships having an aggregate tonnage of some 43,000 tons, were employed. This industry has been fairly active, although several of the leading mills shut down temporarily early in the season during the progress ot extensive additions to buildings, plant and modern machinery (notably in the case of the Moodyville saw mill at Burrard Inlet,) aud the capacity of these establishments has been so enlarged that they are now in a better position to fill orders than heretofore.—*Colonist.*

NOVA SCOTIA.

—The Milton Manufacturing Company, Yarmouth, recently organized with a capital of $25,000 for the manufacture of lumber, building materials, woodenware, etc., has completed the erection of its factory, and is now at work. The main building is two stories and a half high, with a frontage of 100 feet, and an L in the rear 27x45. In addition the company has a two story and a-half building in the rear, the lower part of which is for store room, and the upper part a glazing room. The steel boiler is 5 feet in diameter and 17 feet long, and the engine is 100-horse power.

NEW BRUNSWICK.

—The recent heavy snow storm rather interferes with lumbering in the northern countries but is a bonanza in the south, where there was a scarcity of snow.

—The amount of lumber being cut on the west branch of the Penobscot during the present year is estimated to be 3,000,000 feet, giving employment to 500 horses, oxen and over 1,400 men.

AMERICAN.

—Hickory logs bring $25 a thousand at Ada, O., where sucker rods for oil wells are manufactured.

—President Strickland of the Penobscot Log Driving Company, Me., estimates the winter's cut on the west branch at 56,300,000.

—The Chicago Lumber Co. has purchased 60,000,000 feet of lumber from the Branning Manufacturing Co., and leased the planing mill of that company at Edenton, N. C.

—While sinking a well at his new saw mill, near Seymour, Ind., Jesse Cox came across some large chestnut trees thirty-five feet below the surface in a perfect state of preservation.

—In the New England States most of the yards are buying from hand to mouth. In hardwood there is very little doing either for prompt or future delivery. Many of the dealers in hardwood predict that the demand will be light this season.

—The J. E. Potts Salt & Lumber Company, of Au Sable is hauling 500,000 feet of logs by rail daily. The company recently purchased a tract of timber of Alpena parties for $130,000, and it is said has 800,000,000 feet of standing pine that will go to the mill at Au Sable.

—Estimates of the quantity of pine lumber remaining in Florida vary from 6,500,000,000 to 120,000,000,000. Although there are extensive bodies of virgin forest still untouched, it is very evident to lumbermen tkat at the present rate of destruction the supply cannot last more than fifteen or twenty years. Merchantable building lumber from Florida is now worth $25.50 by the cargo at New York, which sold two or three years ago for $19.50.

—J. E. Potts Salt & Lumber Company, Au Sable, Mich., will not extend its logging road to Hillman, as was reported. The company's output was 112,500,000 feet, instead of from 60,000,000 to 80,000,000 feet. Its own mill sawed over 87,000,000 feet. Outside parties sawed the rest. Mr. Potts writes as above, and confirms the report of the purchase of $130,000 worth of pine from the Minor Lumber Company, of Alpena.

—A new fibre plant called maholtine has been discovered on the Island of Trinidad, of which great things are expected. The bark is easily stripped from the stalks which are about 10 feet long. The product is reported worth from $85 to $100 a ton in London, Eng.

—The sale of the Spokane Mill company's property to an English syndicate, representing the Bank of London, is being negotiated in New York. The property is one of the most valuable in the city and controls one entire channel of the Spokane river, furnishing an immense water power. There are four mills and several acres of high priced real estate, fronting on the river, which go with the property. It is reported the price at which the mill will be sold is $1,500,000. It is rumored that negotiations are pending for the Washington Water company's property by the same Englishmen. The company practically owns all the enormous water power of the city outside of that owned by the mill company.

MISCELLANEOUS NOTES.

—Messrs. Murphy & Bates are getting out the timber for their new saw mill on the east shore of the Georgian Bay, near Owen Sound. The building will be ready for occupation by the 1st of June and will employ about fifty men.

—The Waterous Engine Works Co., of Brantford, have just completed for Duncan McCormack of Montreal, at Casselman, Ont., one of the most complete saw mills in Eastern Ontario. It consists of a 70-horse power engine, two boilers, circular saw irons, with improved carriage, consisting of five log seats with rope feed, heavy three saw double edger, double trimmers, swing saw, friction bull wheel, shingle machine, combined planer and matcher, saw dust carrier, live rolls, &c. Their men are now at work constructing a similar mill at Lachute, Que., for Messrs McGibbon & Co., which will be started in a few days. In both of these mills can be seen their new friction grip pulley which is sufficiently strong to stop and start with ease the heaviest circular or gang mill without stopping the power. This pulley will be a great acquisition to mill men, and from its strength and effectiveness it is sure to have a large sale. We would advise any one troubled with the old style of friction clutch pulley, or who is desirous of stopping heavy machinery without interfering with the power to write them for information. Their friction grip can be attached to old palleys as well as to new

MEASURING MILL-WORKED STOCK.

By J. T. Langdon

Every different locality has its own peculiar necessity, and must be governed by its own kind of trade. In places where stock boards are run exclusively, it would seem to be no trick to keep run of the work, and you would say a 12-inch 16-foot board split into three or four parts is easy to keep track of, but two 5's and one 6 is the only way we can count it split in three parts, unless we are selling by the car load and put in 187½ 3½-inch strips for a 1,000 feet of stuff; or, if we split four times and make 2½-inch worked stuff, just 250 pieces to the thousand comes out right. When we come to mark it up for the retail trade it comes fair, each strip makes even four feet, while the 3½-inch stuff must be marked two pieces five and one six, as we must mark up enough to make the rough stock hold out good.

In "ye olden time" when stuff was sawed at random lengths and any width, and 20,000 feet put behind a planer with the order to "work eight inches and under," and the first width came out 7½ inches and the last two inches wide, then the man that tallied the stuff had his head and hands full. It was common, then, and is in some places now, to have a "tell tale," and when the stuff was fed in the feeder turned the tell tale to show the number of feet that was in the piece, while the man taking away re-marked it from the tell tale.

For the retail trade it is very common to mark the stock both sides when it is worked into flooring, then the stuff is already marked and always on the rough side. As very little stuff is made into flooring more than 5½ inches wide, and barn boards less than 7½ inches wide, we have for coarse stuff all the widths that are usually found in the trade in these two kinds of stuff, only barn boards are usually planed two sides while flooring is seldom planed but one.

The greatest trouble in tallying comes from running random lengths and widths. If, as I have noticed, we take a lot of this kind of stuff, either southern pine or eastern pine or spruce, we would have to go by the rule of give and take. For example: The six-inch stuff works only 5½ inches wide. This comes easy, for one-half the length of the stuff would be half the number of superficial feet, but when we go down to the ½-inch it is a different thing. For example: Beginning with the shortest merchantable board, 10 feet, it is 55, and this gives four feet seven inches, and the usual way is, where it overruns a half foot, to call it one foot more, so the worked board 10 feet long and finishing five inches wide would be marked 5, while the board 11 feet long and the same width would also be marked 5. The 12-foot lengths are usually marked 5 and 6 alternately. Some mills do not pay any attention to the odd feet and mark the stuff up for 10, 12, 14 and 16-foot lengths, while others stick to the odd feet. Coming down to the narrower widths, as stuff finishing 3½ inches is usually marked 11, 12 and 13 feet mark 4, and 14, 15 and 16-foot lengths mark 5, and so on, each succeeding three feet in length is marked one foot more as 23, 24 and 25 feet long would all be marked 8. The point is, to mark the finished stuff just what the rough stuff is surveyed and marked. It is well enough, however, to keep your eye on the surveyor's mark, for very often it seems as if the surveyor was mixed up, something was in and wit was out.. Carloads of stuff going east are seldom marked for any widths of finished stock, as so many pieces of a given width are put in for a thousand feet. This saves the trouble of marking at the mill and the retailer must mark it up himself, or count the pieces, as they very often do where they are sold. I am fully aware that board and timber surveying is too complicated to be fully explained here. The common arithmetic rule of multiplying the length in feet by the width in inches, and dividing by 12, gives only the faintest idea of lumber surveying; yet the rule is correct and everything must go by it.

I give these very few examples to show the principle and do not go into the details of surveying, marking and inspecting. This is a business of itself, and men to do it successfully need to make it a special study and commit to memory like one would the multiplication table, having the lengths and widths all n the head so that when the width and length are given the contents of the board is known immediately. The surveyor should be as ready to mark the contents of the board and tally, as he would to say twice two are four.

If any one is in the trade and working stuff for a market, he should have cards with the different widths, lengths and thicknesses all figured up. A few of these cards of convenient size cover the whole thing and are very handy, for on them all the odd widths and lengths are carried out, a glance showing how many feet are in the piece. Our own trade, South and North Carolina pine stock exclusively, is all marked as it comes away from the planer, and no attention whatever is paid to what the piece is marked in the rough. The southern pine all comes random lengths to fill some particular order. Then the pieces are counted and no marking is done. We very seldom work anything wider than 3½ inches, except in 1½ and thicker stock, and all our southern pine comes sawed to three and four-inch widths. The other widths 8, 10, 12 and 14 inches, for step plank, and from these widths we can get anything we need, while our sidings from the saw mill furnishes stock for small orders outside of widths above noticed. North Carolina stock comes to us 8, 10, 12 and 14 inches wide, and wide stock for surfacing often goes up to 20, 22 and 24 inches wide. This wide stock we do not saw for matching, the 8, 10 and 12 inch furnishing all the narrow stock. We never re-mark this stock but count so many pieces to the thousand, always counting it so it will not come under what there was in the rough stock. In loading a car for filling an order the number of pieces of each width and length is all the tallying there is done, which saves a great amount of work. This refers only to North Carolina stock. Yellow pine being any length from 10 to 30 feet, must all be marked, at least we always mark it.

It is a very easy matter to make a tally card and the convenience more than pays for the trouble of marking. We get them printed by the thousand, so when one is worn out there are more always at hand. They are, however, used exclusively about the mill; the surveyor and inspector are supposed to be able to do their part without a card, or at least they ought to.

One thing should be borne in mind, that the stuff after it is planed and matched should just hold out to what it was in the rough, *barring trimming*.

This subject might be carried much farther, as there are many short cuts in the lumber business that surveyors resort to, which saves many a long row of figures and much calculation.

OUR TRADE WITH BRITAIN.

The business done in the timber trade of the Mersey ports for the year 1889 has been the largest on record. With scarcely a single exception the principal articles of importation show a large increase over any previous period. Roughly speaking, the importation of the chief kinds of square timber of all sorts has been 58 per cent. over that of 1888, and 70 per cent. over that of 1887, whilst that of deals, spruce, pine and redwood, flooring, etc., has been 36 per cent. over that of 1887. The stock of all kinds of square timber on hand at Liverpool at the close of the year amounted to no less a quantity than 2,619,000 cubic feet, and of all kinds of deals, boards, flooring, etc., 37,355 St. Petersburg standards, making a total in the aggregate of 8,782,000 cubic feet. The *Timber Trades Journal* in reviewing the trade of that port with British North America says there is hardly a single description of timber, whether in the log or manufactured into deals, boards or other forms, which has not been imported in larger quantities than ever before known. All the shipping ports in the Dominion of Canada have had their fair share of the large increase in business, and in the high prices they have received for their lumber. It would be too much to expect that after such a good season as the last must have been to the Canadian lumber interests, they would stay their hands awhile and get out only what the markets are likely to bear without loss, or until our stocks are reduced to a more moderate compass. But we trust that the quantity to come forward of either timber or deals will be moderate for the ensuing season.

YELLOW PINE TIMBER.—The import from Quebec of waney and square pine logs for the past season reaches nearly 1,950,000 cubic feet, from St. John, N. B., 19,000 cubic feet, and from other ports 53,000, making in the aggregate 2,022,000 cubic feet. This is 33 per cent. more than last year, and 55 per cent. more than the previous one. It is true we have had a largely increased consumption, but not sufficient to equalize these liberal supplies. This leaves us with a stock on hand of 573,000 cubic feet, a little more than double the quantity held here last year at this time, and composed of about 350,000 cubic feet of square and 200,000 cubic feet waney boardwood.

The import has been chiefly on contract, though some parcels have been consigned for sale on this side, Generally speaking the bulk of the shipments have maintained the reputation of the various shippers, but some have been inferior, and differences have had to be adjusted between shipper and importer.

RED PINE TIMBER.—This wood has been imported to about the same extent as last year, viz., 53,000 cubic feet, but excepting for special purposes, it is now but little used. Even with the above moderate quantity the stock on hand is 50 per cent. more than last year.

OAK.—The supply of oak in all its forms, and from all sources, has been nearly 2,000,000 cubic feet during the year but the consumption has been correspondingly large. The demand from the railways and waggon works for rolling stock has been continuous throughout the year, and in consequence of this the stock has not been materially increased. Prices for good wood have been steady, but inferior wood could only be placed with tempting figures. The stock stands at 373,000 cubic feet, viz: 195,000 ft. of logs and ft. 178,000 waggon scantling.

ELM.—The import has been nearly double that of last year, and has nearly all been on contract. The consumption has been large, viz: 115,000 cubic feet, leaving us with a fairly moderate stock of 53,000 cubic feet, which will probably be quite sufficient to meet all requirements until next season's wood arrives.

ASH.—This wood has come forward as freely as it did last year, the import alike being 82,000 feet. It has been in good request, however, and the stock is only about 20,000 cubic feet. This, however, will be found quite ample.

BIRCH.—At the opening of the season the stock was moderate, and this wood being in strong request, high prices were obtainable for both logs and planks. The importation during the summer and autumn months quite overran the consumption, and prices receded rapidly. In spite, however, of the lower range of values, the demand was not stimulated, and we end the season with a stock of 265,000 cubic feet, more than four times the quantity held here last year.

GUMWOOD, once known as satin walnut, is hardly ever now spoken of, and it can only be sold at very low prices commensurate with its demerits. The last sale was at about 16d. to 18d. per cubic foot.

LANCEWOOD SPARS.—The import has been moderate, and with a fair demand existing good prices have recently been obtained. The stock on hand is only about 300 pieces.

QUEBEC PINE AND SPRUCE DEALS, BOARDS, &c.—In these goods we have had an excessive importation, it being nearly 50 per cent. above that of last year, and had it not been for the flourishing state of trade in the north we should have been in a sad plight. The total quantity of these goods imported was 37,957 St. Petersburg standards. Much of this was forced off at little or no margin of profit, to save additional expense of storage and accruing interest. Owing to this the stock is not excessively large, though nearly double that of this time last year, viz., 10,149 St. Petersburg standards, of which, however, 1,133 standards are spruce and 9,016 standards pine. The demand latterly has been very moderate, consumers being already well provided for, so that we shall be well off for these goods until the next spring arrivals come to hand.

NEW BRUNSWICK AND NOVA SCOTIA SPRUCE DEALS.—We commenced the year with a moderate stock of 7,620 standards, which was reduced, by the end of May, to 3,682 standards. The business outlook was promising, and contracts for these goods were made early in the season at £7 15s. to £8 per standard c.i.f.; but as the season progressed the market receded, and St. John, N. B. shipment in June had dropped to £7 12s. 6d. per standard c.i.f., with inferior shipments at a corresponding reduction. A further decline was experienced in August and September for large steamer cargoes, which were sold at £7 10s. per standard c.i.f., at about which price these goods have remained. It is freely stated that there are few, if any, spruce deals remaining unshipped at any of the lower ports, and that the stock in St. John, N. B., is exceedingly light. Should this be the fact, then the stock in hand to-day, say 18,932 St. Petersburg standards, may not be too large to supply the wants of the market until the new season's goods arrive. This would naturally be late, as it would consist of this winter's cut. These and similar statements, have so often been made before, and so often proved to be unfounded, that we simply

give them for what they are worth.

The importation at London of Canadian timber during the year compares as follows :

	1889. Loads.	1888. Loads.	1887. Loads.	1886. Loads.
Oak	2,136	2,264	3,175	3,076
Birch	6,067	2,154	2,976	2,620
Ash	7,078	1,066	648	1,632
Elm	4,480	941	737	622
Yellow Pine	3,198	4,114	2,716	2,681
Red Pine	244	294	216	289

The timber trade at Glasgow during 1889 has been active, the records of import and consumption showing an expansion compared with former years. The increase in the imports of Quebec timber as compared with 1888, is chiefly in hardwoods, oak, elm, ash and birch, and as a result the stock of those now held is larger than the amount a year ago.

The Greenock timber trade, and in fact most all the Scotch ports show an increased volume of business compared with recent years, and is due almost entirely to the great boom in shipbuilding.

The timber trade of the Irish south and west coast ports shows a large increase of business over the preceding year.

It is early yet to predict just what the result of the coming season's trade with Britain will be; but with a prospect of lower freights, and with continued industrial prosperity in Britain, we may expect the trade of the present year will not come far behind that of 1889.

CORRESPONDENCE.

MADAWASKA, N. B., Feb., 1890.

Editor Canada Lumberman.

No doubt in many cases, it will entail considerable expense upon mill-owners to enable them to get rid of their saw dust and waste about their mills if the law is enforced, and no doubt there are party predjudices which makes it very difficult for a minister to know where exceptions should be considered, and in my opinion, the only true way to handle the question is to serve rich and poor alike.

The throwing of sawdust and mill rubbish into our streams is a nuisance to navigation and to fish, and the want of fish-ways into dams on our streams is a greater nuisance than saw dust to the fish when they want to pass over.

From inquiries made by your correspondents leads me to think the scarcity of soft wood in Ontario is beginning to be felt. Our pine has become an article of the past, and our spruce lands on the St. John river are well stripped. The cutting of trees down to 12 feet, 8 and 9 inches in diameter, leaves it only a question of time when there will be none to cut. Our politicians seem to think that our timber lands will last for ever, by the reckless manner in which they strive to get rid of them to speculators. Lumber sold to be manufactured out of our country is a suicidal policy, and the next generation will regret the shortsightedness of their political predecessors.

Our forests are fortunes at our feet, and we allow Americans to come and take away. A few years ago the timber reserves of Michigan were considered endless. Where are they now? On the St. John river a few years ago, nothing could be seen floating down it only magnificent pine timber 16x18 inches average. Where is it now? Now we see no pine and spruce logs cut down to 9 inches and less at the top end—on the other hand in many cases they are not worth hauling to the mill, and with all this slaugher our country is no better off than it was before.

Lumbermen do not study the future prosperity of our country, all they think of is self and make their Jack while the lumber lasts. Now-a-days the lumber rings and railway rings, whenever any favors are wanted, whip the politicians into line and their requests are granted; but if the pioneers of our country deem it essential to protect our lumber and local mills that are depending upon our forests for supplies to enable them to build up the country, no notice is taken of them.

If subsidies were given to large manufacturing concerns to enable them to manufacture anything from a tooth-pick to a parlor set, to meet the domestic wants of foreign countries, and by the utilization of our magnificent water-powers, it would do more to create a market for our hard and soft wood than many imagine. It would, furthermore, encourage labor, turn our wild lands into agricultural fields, open up a channel of trade for land and water carriage, greater than any other scheme. But some would cry out that this would be taxing the poor to make the rich richer, whereas it would only be taking from poor and rich alike to enable the poor man to get a home and improve his condition in life. Too little attention is paid to the local wants of our pioneers, who are generally poor, and who need local industries to give them employment. The trader's motto is, there is no friendship in trade, and the lumberman's motto is, monopolize all the lands you can get, and as this is a free country, those who have no shoes can go barefooted.

P. O. BYRAM.

PIECE LUMBER.

[By George Fisher.]

The demand for cheap goods, and the strong competition that many lines of goods have to meet, have caused careful men to put on their "thinking cap." There are so many ways in which the cost of goods can be increased or decreased, that only those who are giving the closest attention to their business can make any profit outside of the regular cost for material and labor. Freights are no small part of the real cost of goods that have to be delivered and every way that the weight can be lessened adds materially to a small margin.

Lumber that is being shipped a long distance should be planed if possible, thus saving weight, and the utmost care should be exercised in selecting the lumber, that nothing is shipped that is not to be utilized. The average country mills saw their lumber so it will vary in thickness nearly or quite one-quarter of an inch. Their 12-foot lumber is all kinds of lengths, some being an inch or two less than 12 feet, while the logs will vary from 11 feet 10 inches up to 13 feet or even more than that. If the purchaser is going to cut this lumber up into short lengths this may not be a serious objection, but for marketable lumber the very looks of the long and short boards is enough to hurt the sale—at least for the best market price.

If these odd lengths can not be utilized, along with the extra thickness, is a matter that has arrested the attention of manufacturers. Of late many manufacturers of small articles have fallen in line with the idea of buying piece lumber—that is to say, if they are manufacturing any article where duplicate pieces are used so they can ask for bids for 1,000 or 10,000 pieces of certain sizes and qualities, to be delivered at certain specified times, they are saving in both freight and in price. So many of these small articles are saved by mills that are utilizing pieces too small for their regular work.

The writer's attention was called not long since to a mill which saved from the slabs and the good part of the culls, over a car load a month of their lumber ⅜ inch thick for fruit crates, and at prices with which no manufacturer could saw up whole lumber and compete. Tent pins and tent slides are made by the car load by mills which have an eye upon utilizing their scrap. Hame sticks are made by the car load by hardwood mills which save the good, sound lumber from between knots and defects. Wagon felloes also are simply a utilizer of rough lumber. These goods and many others are contracted for by the piece, in car lots, enabling the mill man who has learned the real value of a dollar, and the value of a piece of wood, even though it contains but a fractional part of a foot, to get every cent out of his material.

The piece lumber enables the saving mill man to utilize everthing in his lumber. It brings the lumber to the least possible waste, making a great saving in weight by shipping only stock that is to be used, reducing the freight to the lowest minimum, and a saving of labor to the manufacturer from cutting this material from boards or planks, which can only be done with more or less loss in the various widths. Chair factories, toy factories, plow factories and many of the furniture factories are buying nearly all of their lumber cut to certain sizes—piece lumber. We predict it to be the future system of supply where it is possible to utilize it. It enables mill men who depend upon the forest for their supply to take every advantage that near timber will afford them, in working rough logs, small timber, cutting out defects, making first-class lumber out of common. It also is an advantage to the mill man who has a long distance to haul his lumber, by selecting only such stock as he can handle to advantage and with profit.

A peculiar feature of this piece lumber is, the consumer does not make the price, yet he controls it as far as supply and demand will admit him to. He asks for bids in large quantities, thus placing the order in the hands of those who are willing to work the cheapest or are the most desirous for work, only as freight rates may favor the near; we might add, placing the orders in the hands of those who read the woodworking journals—not one, but several, so that they keep themselves posted with the wants of the consumer. In fact the writer thinks that next to his boiler and engine he wants the lumber journals as a part of the plant, looking upon them as an essential part, for lumber that is not well sold is akin to lumber poorly manufactured.

Poor lumber and poor prices have dragged many a mill man to ruin. The best is the cheapest, let it be machinery, help, logs, market or what it may, and the man who does not travel, visit the market, his competitors, read the journals and see what the people want, what improvements they have to offer to the world is a manufacturer of the past, not of the present.

BRITISH COLUMBIA FIR.

In quantity, quality and general utility, says the *Daily Columbian* of recent date, the Douglas fir of British Columbia stands the acknowledged king of all merchantable woods. In every test that has been made between it and other woods the Douglas fir has always came out victorious. Where strength, beauty of grain, and lightness combined are required, this noble wood never fails to be the chosen article, and the leading lumber dealers in all the large cities of the east find that the demand for it becomes general when once its great usefulness is known, and they are consequently obliged even now to keep a stock on hand. It is a safe prediction that a few years hence the Douglas fir will be added to all quotations in the eastern lumber markets. Of course this will not be until freight-rates are so reduced that the lumber can be laid down at a reasonable cost—the present rates militate strongly against an immediately large market for it. But notwithstanding the manner in which the Douglas fir is handicapped, it still finds its way into all the important car manufacturing companies in America—a class of work which requires the very strongest and best wearing kinds of timber. The Canadian Pacific Railway Car Works in Perth and Montreal use the Douglas fir for car sills and frame work; so does the Crossen Car Works, of Cobourg, Ont., and the great Barney & Smith Car Manufacturing Co., of Dayton, Ohio. Many million feet of this lumber is used annually by these companies, and they all pronounce it the finest car timber in the world.

The strength of the Douglas fir is surprisingly great, and the old idea that oak was the strongest and most lasting of all woods is completely exploded by recent tests of this wonderful timber. The English Admiralty gives the Douglas fir the greatest tensile strength of any known wood except oak. The Northern Pacific Railway Co.'s tests, give Douglas fir the greatest resistance to breaking strain, and pronounce it the best bridge timber in the world. The Canadian Pacific Railway bridges through the mountains are constructed of Douglas fir, and are acknowledged to be unequalled in strength and durability of any similar structures in the world. The Imperial Government specify spars and masts of Douglas fir as the best known.

A number of tests were made last May by the Northern Pacific railway. The experiments were made with 2x4 inch sticks, four feet long laid edgewise on supports 3 ft. 10 inches apart, being in proportion one-fourth of a regular bridge stringer. By applying a concentrated weight in the centre, they were all loaded down until breaking.

The following table shows the result :

Description.	Total Breaking Load in Centre Pounds.	Breaking Strain per Square inch in extreme Fibre, Pounds.
1. A piece cut from a stik, having been exposed to the weather for 5 or 6 years and partly decaying broke at	3,060	6,400
2. A piece cut from a soft, sappy, fine grained, yel- fir	3,060	6,[illegible]
3. A piece cut from a green coarse grained butt of fir	3,630	7,660
4. A piece cut from an old, seasoned, medium grained stick, having been exposed to the weather for several years	4,320	9,100
Tests were also made as follows :		
5. A piece of Eastern white pine	1,610	3,400
6. A piece of green Eastern oak	2,43[illegible]	5,1[illegible]

Taking Nos. 3 and 6 as being fair comparative pieces, it will be seen that the fir is about half as strong again as oak when green, while the fourth piece shows that the fir gains enormously in strength by seasoning. But the comparisons between Nos. 1 and 2 and 6 are still more remarkable. In the case of No. 1, a partially decaved piece of fir is capable of standing a strain greater by one-fourth than sound, green oak, and soft, sappy yellow fir stands equally as great a strain. White pine, of course, cuts a very poor figure as compared with fir, and will bear no comparison of any kind with the latter for any purpose where great strength is needed.

TRADE REVIEW.

Toronto, Ont.

TORONTO, Feb. 28th, 1890.

CAR OR CARGO LOTS.

1¼ and thicker clear picks, American inspection	$20 00@30 00
1¼ and thicker, three uppers, American inspection	37 00
1¼ and thicker, pickings, American inspection	25 00
1X10 & 12 dressing and better	18 00 20 00
1X10 & 12 mill run	13 00 14 00
1X10 & 12 dressing	14 00 15 00
1X10 & 12 common	12 00 13 00
1X10 & 12 spruce culls	10 00 11 00
1X10 & 12 mill culls	9 00
1 inch clear and picks	24 00 25 00
1 inch dressing and better	18 00 20 00
1 inch siding mill run	13 00 14 00
1 inch siding common	11 00 12 00
1 inch siding ship culls	10 00 11 00
1inch siding mill culls	8 00 9 00
Cull scantling	8 00 9 00
1¼ and thicker cutting up plank	22 00 25 00
1 inch strips 4 in to 8 in mill run	14 00 15 00
1 inch strips, common	11 00 12 00
1¼ inch flooring	14 00 15 00
1½ inch flooring	14 00 15 00
XXX shingles, 16 in	2 20 2 30
XX shingles, 16 in	1 20 1 30
Lath, No. 1	1 70 1 90
" No. 2	1.70

YARD QUOTATIONS.

Mill cull boards & scantling	$10 00	Dressing stocks	16 00@20 00
Shipping cull boards, promiscuous widths	13 00	Picks Am. inspection	40 00
stocks	14 00	Three uppers, Am. inspect.	50 00
Scantling & joist, up to 16 ft	14 00	F. M.	
" " 18 ft	15 00	1½in. flooring, dres'd	28 00 30 00
" " 20 ft	16 00	1½ " " rough	18 00 22 00
" " 22 ft	17 00	1¼ " " dres'd F.M.	25 00 28 00
" " 24 ft	19 00	" "undrs'd B.M.	18 00 19 00
" " 26 ft	20 00	" " dres'd	18 00 20 00
" " 28 ft	22 00	" " undres'd	12 00 15 00
" " 30 ft	24 00	Beaded sheeting, dressed	22 00 35 00
" " 32 ft	26 00	Clapboarding, dres'd	12 00
" " 34 ft	28 50	XXX sawn shingles per M	2 65 2 75
	22 50		
" " 36 ft	30 00	Sawn Lath	2 00 2 20
" " 38 ft	32 00	Red oak	30 00 40 00
" 40 to 44 ft	35 00	White "	35 00 45 00
Cutting up planks 1¼ and thicker dry	25 00 26 00	Basswood, No. 1 & 2	18 00 20 00
" board	18 00 22 00	Cherry, No. 1 & 2	50 00 60 00
		White ash, 1 & 2	25 00 35 00
		Black ash, 1 & 2	20 00 30 00

Montreal, Que.

MONTREAL, Feb. 28th, 1890.

	WHOLESALE
Pine, 1st quality	$35 00@40 00
" 2nd "	22 00 25 00
" shipping Culls	14 00 16 00
" 4th quality Deals	10 00 12 00
Spruce	10 00 12 00
Hemlock	9 00 10 00
Ash, log run	13 00 18 00
Basswood, log run	20 00
Oak	40 00 100 00
Walnut (common)	
" (good)	100 00
Butternut	22 00 40 00
Cherry	60 00 80 00
Birch	15 00 25 00
Maple	20 00 21 00
Lath, 1st quality	1 80 1 90
Pine Shingles, 1st quality	1 50 3 00
" " 2nd "	1 25 1 50

Hamilton, Ont.

HAMILTON, Feb. 28th, 1880.

Mill cull boards and scantlings	$ 9 00@10 00	Dressing stocks	$16 00 18 00
Shipping cull boards promiscuous widths	10 00 12 00	1¼ flooring, rough	16 00 18 00
Shipping cull stocks	14 00	1½ flooring, rough	16 00 18 00
Scantling and joist up to 16 feet	14 00	1¼ flooring, dressed	25 00
do up to 18 feet	15 50	1½ flooring, dressed	32 00
do up to 20 feet	16 00	1 flooring, dressed	21 50 23 00
do up to 22 feet	17 00	Beaded sheeting 1	25 00 30 00
do up to 24 feet	18 00	Picks, Am inspection	32 00 34 00
do up to 26 feet	19 00	Three uppers Am. In.	40 00
do up to 28 feet	20 00	Sawn Lath	2 25
do up to 30 feet	21 00	XXX sawn shingles	2 60 2 70
Cutting up plank 1¼ and thicker dry	20 00 25 00	Red Oak	20 00 25 00
Cutting up boards	20 00	White Oak	25 00 30 00
		Basswood No. 1. & 2.	16 00 20 00
		Cherry No. 1 & 2	60 00 70 00
		White Ash No. 1 & 2.	25 00 35 00
		Black Ash No. 1 & 2.	20 00 30 00

Ottawa, Ont.

OTTAWA, Feb. 28th, 1890.

Pine, 1st qual., ₱ M.	$35 00@40 00	Oak	$40 00@100 00
" 2nd "	22 00 25 00	Walnut	60 00 100 00
" shipping culls	14 00 16 00	Cherry	60 00 80 00
" 4th qual. deals	10 00 12 00	Butternut	22 00 40 00
" mill culls	8 00 10 00	Birch	15 00 25 00
Spruce, ₱ M.	10 00 12 00	Maple, hard	20 00 21 00
Hemlock	9 00 17 00	Laths	1 80 1 90
Ash	13 00 18 00	Shingles	1 50 3 00
Bass	12 00 20 00	" cedar	1 50 3 00

St. John, N. B.

ST. JOHN, Feb. 28th, 1890.

Deals, Boards, Scantling, etc.

Spruce deals	$12 00	Spruce boards	12 00
Pine "	15 00	Pine "	12 00@40 00
Deal ends	6 00	Oak "	40 00
Scantling	10 00	Ash "	15 00@25 00
		Hemlock "	7 50

Shingles.

Spruce, extra	$3 50	No. 1	1 25
" clear	3 00	Pine	1 25
" No. 1 extra	2 25		

Clapboards.

Pine, extra	35 00	Spruce, extra	24 00
" clears	45 00	" clears	23 00
" 2d clears	35 00	" No. 1	15 00
		" No. 2	10 00

Flooring, Dressed.

6 in. No. 1	12 00	4 in., No. 1	12 00
" No. 2	10 00	" No. 2	10 00

Miscellaneous.

Staves	3 00@ 4 50	Laths	1 80
Heading 17 in. per pr.	04	Pickets	6 50@15 00
" 18 in.	04½	05½ Railway ties	
" 22 in.	04½	06	

Vancouver and New Westminster, B.C.

NEW WESTMINSTER, Feb. 28th. 1890.

Car load and ship rates according to assortment. Bridge and Wharf Plank and Timber.

10 to 40 ft. long, per M, net	$11 00
41 to 70 ft. " " " "	$12 00@15 00
Rough lumber, building material	11 00
" " Sized	12 50
" " Fir, Clear	17 50
" " Cedar, Bench or Selects	25 00
" " " D. D	30 00

1 in, 1¼ 1½x6 in.

T. & G. Edge, Grain and Dry	27 50
" " " Green	25 00
No. 1, Dry	22 50
" 1, Green	20 00
" 2, Dry	20 00
" 2, Green	17 50
Cut to length, extra per M	2 50
D. Dressed	2 50

1 in, 1¼ 1½x4 in.

Edge Grain, Dry	27 50
" " Green	25 00
T. & G. Edge Grain, Dry	25 00
No. 1, Dry	25 00
" 1, Green	22 50
" 2, Dry	20 00
" 2, Green	17 50
S. S. Planks for scows	17 50
D. D. cedar, verandah cover, any length	45 00
" " " cut to length	50 00
Shingles	2 50
Lath	2 25
D. D. clear Cedar	40 00@60 00
Pickets, rough	11 00

Five per cent. off above prices for cash with the order.
Delivery on scow to mouth of river.

20 M ft. and over	75c. per M. ft
10 to 20 M ft.	$1.00 " "
Under 10 M ft.	1.25 " "

Albany, N. Y.

ALBANY, N.Y., Feb. 28th, 1890.

Hemlock.

Boards, 10 in. each	13½	Joist, 2½x4, each	13
Joist, 4x6	33	Wall strips, 2x4	10

Pine.

2½ in. and up, good	$58 00@60 00	10 in boards dressing	
4ths	53 00 55 00	and better	$28 00@34 00
Selects	48 00 50 00	Common	16 00 22 00
Pickings	43 00 45 00	12 in. boards dressing	
1¼ to 2 in., good	50 00 55 00	and better	32 00 36 00
4ths	43 00 45 00	Common	16 00 22 00
Selects	45 00 52 00	1¼ in. siding, selected	
Pickings	33 00 35 00	13 ft	43 00 45 00
1 in. good	50 00 55 00	Common	16 00 21 00
4ths	45 00 48 00	1 in. siding selected	43 00 46 00
Selects	40 00 43 00	Common	14 00 19 00
Pickings	35 00 38 00	Norway, selected	24 00 26 00
Cutting up, 1 to 2 in.	30 00 35 00	Common	12 00 15 00
Bracket plank	32 00 36 00	10 in. plk. 13 ft. dressing and better, each	43@50
Shelving boards, 12 in. and up	28 00 32 00	Culls	23 25
Dressing bds. narrow	20 00 22 00	10 in. boards, 13 ft., dress, & better each	28 33
Sapping boards	16 00 18 00	Culls	17 22
Box boards	13 00 16 00		

Shingles and Lath.

Shingles, shaved pine	6 50	Shingles, cedar mixed	2 60 3 00
2d quality	5 00	Hemlock	2 25
Sawed, extra	4 80 4 90	Lath, pine	2 25 2 35
Sawed, clear butts	3 75	Spruce	2 00 2 25
Cedar, XXX	3 50 4 30	Hemlock	1 75 2 00

Burlington, Vt.

BURLINGTON, Feb. 28th, 1890.

Caada Pine Sidings—1x8 in. and up, 12 to 16 ft. D 2 or 4 S.

Select & shelving	$46 00	Finish	$37 00@38 00
Pickings	37 00	Dressing	27 00@28 00
Pickings & better	40 00@42 00	Common	20 00@21 00

Canada Pine Stock—1x10 in. 12 to 16 ft. D 2 or 4 S.

Selects (clear)	55 00	Pickings & better	44 00
1st shelving	42 00	As run, common out	28 00@30 00
2d	39 00	No. 1 barn boards	25 00
3d	30 00@31 00	Common	21 00
Pickings	38 00		

Canada Pine Stock—1x12 in. 12 to 16 ft. D 2 or 4 S.

Selects (clear)	57 00	Pickings & better	44 00
1st shelving	47 03	As run, common out	33 00
2d	41 00	No. 1 barn boards	26 00
3d	32 00	Common	21 00@22 00
Pickings	38 00		

Canada Pine Stock—14 in. 12 to 16 ft. D 2 or 4 S.

Pickings & better	45 00	3d shelving	33 00
As run, common out	33 00	Common	22 00

Canada Pine Short Boards—1x8 in. & up, 11 ft. & under, D 2 S or R.

Pickings & better	35 00@35 00	Dressing & common, d 2 s or d 2 s & m	20 00@21 00
As run, common out	30 00	Common	18 00 20 00

Canada Pine Sheathing, D. M. & B—1 in. 4 to 7 in. 5 in. & up C B ⅞ in.

1st quality, 12 to 16 ft.	46 00	1st & 2d quality, 9 to 11 ft.	33 00
2d	36 00@37 00	7 & 8 ft.	34 00
3d	27 00	3d quality, 11 ft. & under	22 00
4th (selected common)	22 00	4th	18 00

Canada (Quebec) Spruce—1 and 1¼ in. 4 to 10 in. D 2 S and M.

Clear, 10 to 16 ft	32 00	No 2. 10 to 16 ft.	15 00@16 00
No. 1	22 00		

Above prices delivered on a rate of $30 per car load.

Buffalo and Tonawanda, N. Y.

BUFFALO, Feb. 28th, 1890.

Norway

Clear, 1 to 2 in. all width	23 00	Common, 1 to 2 in. all widths	12 50@15 00
Dressing, 1 to 2 in. all widths	16 00@20 00	4x4, 5x5, 6x6 turning	22 00
		4x4, 5x5, 6x6 common	16 00

White Pine.

Up'rs, 1 to 4 in. 10 in	$45 00@55 00	No. 2 cuts, 1 to 2 in and thicker	$20 00@24 00
Sl'cts & Picks, 1 to 4 in	38 00 45 00	Dressing, 1 to 2 in.	22 00 27 00
Fine common, 1 to 2 in. and thicker	33 00 39 00	Common, 1 to 2 in.	14 00 17 00
No. 1 cuts, 1 to 2 in and thicker	27 00 39 00	No. 1 barn, 7 to 12 in	18 50 20 50
Mold strips, 1 to 2 in	27 00 33 00	No. 2 barn, 7 to 12 in	16 50 17 50
		Mill culls, 1 to 2 in.	9 00 10 00

Shingles

XXX, 18-in, sawed	3 70	Thick cut (trade mark) 16 in per square	2 50
XX, 18-in. sawed clear butts	2 70	XXX cut	2 25
X, 18-in, sawed	1 80	X cut	1 10
XXX, 16-in "	3 40	No 2 cut	50
XX, 16-in " clear butts	2 40	Short cut	1 25
No. 2, 16-in "	90	Square end, per thousand	5 00
Thick cut	3 20	Octagon or pointed end	5 25
XXX cut	3 00	Scalloped or round end	5 25
X cut	1 50	Other shapes made to order	5 25
No. 2 cut	65		

New York City.

NEW YORK, Feb 28th, 1890.

Black Walnut.

⅝ in. clear	$78 00@82 00	Culls, 1 inch	$35 00@36 00
1 and 1¼ inches	93 00 95 00	Culls, thick	36 00 38 00
1½ and thicker	100 00 105 00	Counter tops, 18 in.	
Rejects	50 00 52 00	and over	110 00 150 00

Poplar, or White Wood.

⅝ in. 10 inches and over	24 00@26 00	1 inch, 8 in. and over	30 50 31 50
¾ in. coffin boards	29 00 30 00	2½ and thicker	33 50 34 50
1 inch, 10 inch and over	31 50 32 00	Common 1 to 2 in	22 00 24 00
		Saps, 1 inch & thicker	25 00 27 00
		Culls, all thickness	16 00 17 00

Ash.

1 in. white	36 00@37 00	Strips clear	26 00@27 00
1¼ to 2 inch	38 00 39 00	Black ash, good	26 00 30 00
2½ to 4 inch	40 00 41 00	Black ash, com	18 00 19 00

Oak.

1 inch plain sawed,	36 00@39 00	5 inches and over	50 00@51 00
1¼ to 2 inch	39 00 40 00	Thicker	52 00 54 00
Thicker	40 00 41 00	Strips under 6 in	39 00 41 00
Quarter-sawed, white, all clear, 6-		Dimension cut size	24 00 26 00

Cherry

1 inch	80 00@82 00	2½ and thicker	95 00@100 00
1 inch strips	43 00 45 00	Counter tops, 18 in.	
1¼ to 2 inch	85 00 88 00	and over	110 00 115 00
		Culls, all thickness	18 00 19 00

Miscellaneous.

Chestnut, clear	33 00@35 00	Hickery, old growth	50 00 55 00
Chestnut common	20 00 22 00	Hickery, 2nd growth	65 00 70 00
Basswood white	30 00 32 00	Elm	20 00 22 00
Basswood common	21 00 23 00	Sycamore	24 00 27 00
Maple, clear	30 00 32 00	Sycamore quartered	35 00 40 00
Birch, clear	32 00 35 00	Gum	36 00 38 00
Birch, 1s and 2s	26 00 30 00	Butternut	45 00 50 00
Cottonwood	21 00 22 00	Sycamore dressed fig	24 00 25 00

Saginaw, Mich.

EAST SAGINAW, Feb. 28th, 1890.

CARGO LOTS.

Uppers	36 00@38 00	Norway	8 50@10 00
Common	16 00 21 00	Box	11 00 11 50
Shipping Culls	9 00 11 00	Straight measure	12 50 20 00
Mill Culls			

YARD QUOTATIONS CAR LOTS DRY.

Siding.

Clear, 1½ in	23 00	C, 1½ in	17 00
⅞ in	46 00	⅞ in	30 00
Select, 1½ in	20 00	No. 1, ½ in	12 00
⅞ in	39 00	⅞ in	19 00

Finishing Lumber rough.

Three uppers, 1 in.	42 00@44 00	Fine common, 1 in.	32 00
1¼ & 1½ in	44 00 45 00	1¼ & 2 in.	33 00
Selects, 1 in.	36 00 37 00	C, 7, 8 & 9 in.	25 00
1¼ & 2 in.	38 00		

Joist, Scantling and Timber.

12 to 18 feet	10 00	20 feet	12 00
20 feet	11 00	24 "	13 00

Plank and timber, 12 inches wide, $1 extra.

Lath, Shingles and Pickets.

Lath, No. 1 white pine	1 50	XXX	2 25
" No. 2 " Norway	1 00	XX	1 75
Shingles, 18 in climax	3 50	P'kts, 2 to 2½ in rough	15 00
XXX "	3 25	Dressed	20 00
XX climax	2 50	1¼ in. square, rough	18 00
18 in. 4 in, c. b.	1 50	Dressed	25 00

Oswego, N. Y.

OSWEGO, Feb. 28th, 1890.

Three uppers, 1¼, 1½ & 2 inch	$43 00@45 00		
Pickings, 1¼, 1½ & 2 in	35 00 36 00		
No. 1 cutting up, 1¼, 1½ & 2in	30 00 31 00		
No. 2 cutting up, 1¼, 1½ & 2in	19 00 21 00		
1 in strips, 4 to 8 wide, selected for moulding strips, 14 to 16 ft	31 00 33 00		
1x6 selected for clapboards	32 00 34 00		

Siding.

1 in siding, cutting up piks & uppers	30 00@39 00	1¼ in selected	35 00@40 00
1 in dressing	19 00@21 00	1¼ in dressing	17 00 19 00
1 in No. 1 culls	14 00@16 00	1¼ in No. 1 culls	14 00 16 00
1 in No. 2 culls	13 00@14 00	1¼ in No. 2 culls	13 00 14 00
		1¼ in No. 3 culls	9 50 10 00

1x12 Inch.

12 & 16 ft, mill run	20 00 23 00
12 & 16 ft, No. 1 &2, barn boards	18 00 19 00
12 & 16 ft, dressing and better	26 00 30 00
12 & 16 ft, No 2 culls	15 00

1x10 Inch.

12 & 13 ft, mill run, mill culls out	19 00 20 00
12 & 13 ft, dressing and better	25 00 27 00
12 & 13 ft, No 1 culls	16 00 17 00
12 & 13 ft, No 2 culls	14 00 15 00
14 to 16 ft, mill run mill culls out	20 00 22 00
14 to 16 ft, dressing and better	25 00 27 00
14 to 16 ft, No. 1 culls	16 00 17 00
14 to 16 ft, No. 2 culls	14 00 15 00
10 to 13 ft, No. 3 culls	9 50 10 00

1 1-4x10 Inches.

Mill run, mill culls out	20 00@23 00	No. 1 culls	16 00@17 00
Dressing and better	25 00 30 00	No. 2 culls	14 00 15 00

1x4 Inches.

Mill run, mill culls out	17 00@19 00	No. 1 culls	13 00@14 00
Dressing and better	23 00 27 00	No. 2 culls	11 00 12 00

1x5 Inches.

6 7 or 8, mill run, mill culls out	19 00@21 00	6, 7 or 8, No. 1 culls	15 00@16 00
6, 7 or 8, drsg & better	24 00 28 00	6, 7 or 8, No. 2 culls	13 00 14 00

Shingles.

XXX, 18 in pine	3 50@3 70	XXX, 18 in cedar	3 20@3 60
Clear butts, pine, 18 in.	2 50 2 70	Clear butt, 18 in cedar	2 40 2 60
XXX, 16 in pine	3 10 3 20	XX, 18 in cedar	2 10 2 20
Stocks cedars, 5 or 6 in.	5 00		

Pickets.

No. 1, 1¼x1¼	15 00	No. 2, 1x3	9 00 10 00
No. 1, 1x3	20 00		

Lath.

No. 1. 1¼	2 90	No. 2, 1 1-4	1 80
No. 1 -4	1 60		

EXCHANGE ECHOES.

Northwestern Lumberman.

The action of congress on matters which will have a bearing on the Canadian export duty on logs will probably soon be known. Some of the wheel horses of both houses have the question under consideration, and lumbermen are making their way to Washington, where they will get in their work as lobbyists. Without doubt the great majority of manufacturers would be glad to see Canadian lumber shut out of the United States entirely; particularly would this please southern and Pacific coast operators. The fact is, the saw mill capacity of this country is enormous, there is plenty of timber to meet that capacity, and the saw mill men think that it belongs ta them to supply the lumber the country needs.

The *Northwestern Lumberman* is responsible for the following, which it calls "Johnny's Composition": "My Pa he's got a saw mill. A buz saw aint got no mouth, but it gets thar jes the same. Teeth grows all over him, like hairs on a dern catapiller. I hates them things. If I had ter waller round like that I wouldn't try ter be a butterfly. The bes way to feel of a buz saw is poke it with a board. Pa's hired man got three fingers. He says thats nuff to drink by. When I'm big I'm goan have wiskers and chaw terbaccer like Pa. Pa's got a nigger in his mill, I spose cos theys a wood pile there. If I says 'dont monkey with the buz saw' they throws me in the saw dust. That's a chestnut. Lumber goes on live rolls. I guess thems fer feed. Pa says trees has bark, but saw mill dogs dont."

Timberman.

Reports from the camps in Wisconsin are to the effect that the loggers are not even taking time to grumble these days, so intent are they in hurrying the giants of the forest to river banks. The weather couldn't be better if it had been made to order. It is warm enough, and not too warm for good work. The thaws have had no bad effects in the woods where the snow is protected by the trees, but has aided very materially in bettering the state of the roads. There is no end to the icy roads, and the heavily loaded sleighs slip along almost by themselves. A shortage in the log crop is no longer thought of, and should the cut not come up to the anticipated amount it will not be on account of any fault of the contractors.

GRATEFUL—COMFORTING.

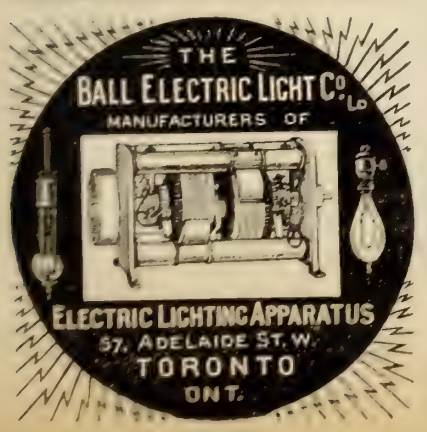
EPPS'S COCOA.

BREAKFAST,

"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of the well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavored beverage which may save us many heavy doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually fed up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame."—*Civil Service Gazette.*

Made simply with boiling water or milk. Sold only in packets, by Grocers, labelled thus:

JAS. EPPS & CO., Homœopathic Chemists Londo, England.,



IMPORTANT AUCTION SALE

Gilmour & Company's Mills and Limits on Gatineau and Trent Rivers.

Messrs. Gilmour & Co. will ofier for sale by auction at the RUSSEL HOUSE, at the

CITY OF OTTAWA,

the whole of their valuable mills and limits, with plant, real estate, lumber, etc., on the

9th DAY OF APRIL, 1890

at 2 o'clock. p.m. The sale will be in parcels. For a full description of the parcels, list of chattels and details apply to either of the undersigned or at the offices ot the firm at Ottawa. Chelsea, Trenton and Quebec.

Dated 20th November, 1889.

ALLAN GILMOUR, Ottawa.
JOHN CILMOUR, Chelsea, Quo.
DAVID GILMOUR, Trenton.
J. D. GILMOUR, Quebec.

Sovereign Grease

ST, CATHARINES, July 20th, 1889.

To whom it may concern :—

I have been using SOVERIGN GREASE for the past two months, and I can say that it has given me entire satisfaction, and is a saving of 60 per cent. over Oil, and is that much better than Oil. I have been running eight (8) trips from St. Catharines to Montreal and return on 40 lbs. GREASE, and using it on my crank-pin as well as all other bearings. Yours respectfully,

(Signed,) SAM BRISBIN,
Engineer "Ocean."

OTTAWA, Aug. 5th, 1889.

THE STOCK OIL & GREASE CO.

GENTS,—We have used the SOVEREIGN GREASE for some time, and do not hesitate to pronounce it a first-class lubricator, and as such has given us entire satisfaction as to its durability and cheapness

Truly yours,
ARTHUR JONES,
Foreman of Union Machine Shops.

DESCHENES MILLS, Aug, 12th, 1889.

MESSRS. McDOUGAL & CAZNER, *Ottawa*:

DEAR SIRS,—We have been using the Stock Oil & Grease Co.'s SOVEREIGN GREASE in our saw mills since spring, with very satisfactory results.

Yours truly,
R. & W. CONROY.

ROCKLAND. ONT., Aug. 20th, 1889.

STOCK OIL & GREASE CO., Montreal:

DEAR SIRS,—Please send us per first freight boat, two hundred (200) pounds of GREASE, same as sample left by you here a short time ago.

Yours truly,
W. C. EDWARDS & CO.

AGENTS.

F. G. STRICKLAND & CO., New Westminster, B. C.
McDOUGAL & CAZNER, Ottawa, Can.
CHINIC HARDWARE CO., Quebec, P. Q.
DUNLOP & CHAPMAM, Pembroke, Ont.

STOCK OIL & GREASE CO'Y

SOLE MANUFACTURERS

59 Common St., Montreal

WANTED.

100 Cars No. 1 Lath.

One Million feet first and Second quality 1, 1¼ and 1½ inch Basswood.

500 M. ft. 1 inch Cull Basswood.

PORTER, ROBERTSON, & CO.
31 Adelaide St. East,
Toronto, Ont.

THE MONARCH BOILER
(PATENTED) **AND HERCULES ENGINE.**

Guaranteed to Saw Lumber Perfectly Smooth and Even in thickness.

Portable from 6 to 70 horse power. Surpass portable steam power heretofore produced for strength, durability, compactness, and the ease with which they can be moved.

The 70 horse power can be taken over the roughest roads, or into the forest, and set up as easily and quickly as an ordinary 20 horse power portable engine, and as firm as a brick-set stationary engine. Engines and boilers of every size and description. Rotary Saw Mills, Shingle and Lath machines, Law Grinders, Planers, etc. Mill machinery and supplies of every description. Every boiler insured against explosion by the Boiler Insurance & Inspection Co. of Canada. Write for circulars.

A. ROBB & SONS, Amherst, N.S. | Amherst Foundry and Machine works.

ESTABLISHED OVER 40 YEARS.

SCRIBNER'S LUMBER AND LOG BOOK

Over One Million Sold.

MOST complete book of its kind ever published. Gives measurement of all kinds of Lumber, Logs, Planks, Scantling; cubical contents of square and round Timber; hints to lumber dealers; wood measure; speed of circular saws; care of saws; cord-wood tables: felling trees; growth of trees; land measure; wages, rent, board, interest, stave and heading bolts, etc. Standard book throughout the United States and Canada. Get the new illustrated edition of 1882. Ask your book-seller for it. Sent post-paid for 35 cents.

G. W. FISHER, Box 238, Rochester, N.Y.
or A. G. MORTIMER, Peterboro', Ont.

LUMBER

TRUCK * WHEELS.

The Montreal * Car Wheel Co.

MANUFACTURERS OF

CHARCOAL IRON CHILLED

RAILROAD WHEELS

Offices: New York Life Insurance Building, Montreal.

Works: Lachine, Quebec.

WE make a Specialty of Wheels suitable for the requirements of Lumbermen and Street Car Service, and can supply them Bored, Finished and Balanced.

CORRESPONDENCE SOLICITED

ESTABLISHED 1871.

J. W. LANG & CO.

Wholesale Grocers & Importers

33, Front St. East, Toronto.

We shall be pleased to have you write to us for samples and prices of

TEAS, TOBACCOS, SUGARS, SYRUPS, RICE, Etc.

We can and will cut prices fine to large buyers.

We have a GOOD, SOUND, FINE FLAVOURED TEA at 12½ cents.

Write for sample chest. Address,

J. W. LANG & CO.
TORONTO.

MACHINERY FOR SALE

LIST of wood-working machinery for sale by H. W. PETRIE, Brantford; branch office opposite Union Station, Toronto.

SAW mill outfit, Waterous direct action, at a bargain.

SEVERAL second-hand saw rigs, two, three and four block.

A FINE 66 in. inserted-tooth saw, also 52 in. do.

ONE new eclipse saw mill with all late improvements.

ONE saw gummer, Disston make. Price on application.

ONE set of hoop machines, American make.

CANADIAN agent for the celebrated Winnie hoop machinery, catalogue free.

ONE drag saw rig, Waterous Engine Company make.

ONE hub turning lathe, American build.

ONE automatic handle lathe.

BROOM handle lathe with wood frame, cheap.

ONE set of spoke machinery, Fay & Co. make.

GOLDIE & McCULLOCH stave cutter, set equalizing saw, &c.

ONE Blanchard spoke lathe, Fay & Co. make.

ONE new axe handle lathe.

ONE lot Ewart chain belt good as new with sprocket wheels.

4 POLE road cars, also a number of lumber cars.

ONE self feed lathe machine, Waterous make.

NEW gang lath machine.

ONE Fairbank's timber guage.

ONE saw mill head block, Galt make.

HEADING turner, Goldie & McCulloch make.

ONE single edger with frame work.

NO. 2 large size smallwood shingle machine.

DOUBLE edger Waterous Engine Co. build.

ONE Drake's patent self feeding parallel shingle edger.

DOUBLE block shingle machine, Pierce make, 40,000 capacity per day.

TWO Hall self acting shingle machines, Goldie & McCulloch makers.

TWO smallwood shingle machines, Waterous make.

FOUR Laws patent upright swing shingle machine

ONE Doherty swing shingle machine.

DRAG saw machine, Goldie & McCulloch.

TWO new shingle packers, all iron.

SHINGLE jointers, 3, 4 and 6 knives.

ONE new No. 3 Rogers saw filer and gummer.

ONE 60 inch Warren turbine water wheel, Goldie & McCulloch, builders.

48 inch Leffel.

48 inch Warren turbine in scroll case.

48 inch Sclater.

44 inch improved turbine water wheel.

PAIR of Sampson tnrbine wheels, 42 inch. run together.

42 inch Sampson turbine.

TWO 40 inch Leffels.

35 inch Leffel.

44 inch Little Giant.

30½ nch Leffel.

30 inch Sclater.

30 inch Burnham.

26 inch Leffel.

24inch Turbine by Whitlaw.

21 inch Archmedian.

20 inch Leffel.

25 inch Vulcan in close case, Port Perry make.

24 inch Leffel.

15 inch Archmedian in close case.

17½ inch Leffel.

10 inch brass wheel in iron close case.

WATER wheel governor, Galt make.

MY new list is just out of press, send for it.

FULL particulars regarding any of above machines sent on application. Address, H. W. PETRIE, Brantford, Ont., Toronto banch opposite Union Station.

CEDAR TELEGRAPH POLES WANTED

I will pay Cash for any quantity of long Telegraph Poles delivered at loading points on G. T. Railway during the season of 1890.

Apply to
J. H. HARVEY,
Coboconk, Ont.

Purchaser for
H. D. McCAFFREY, Oswego.

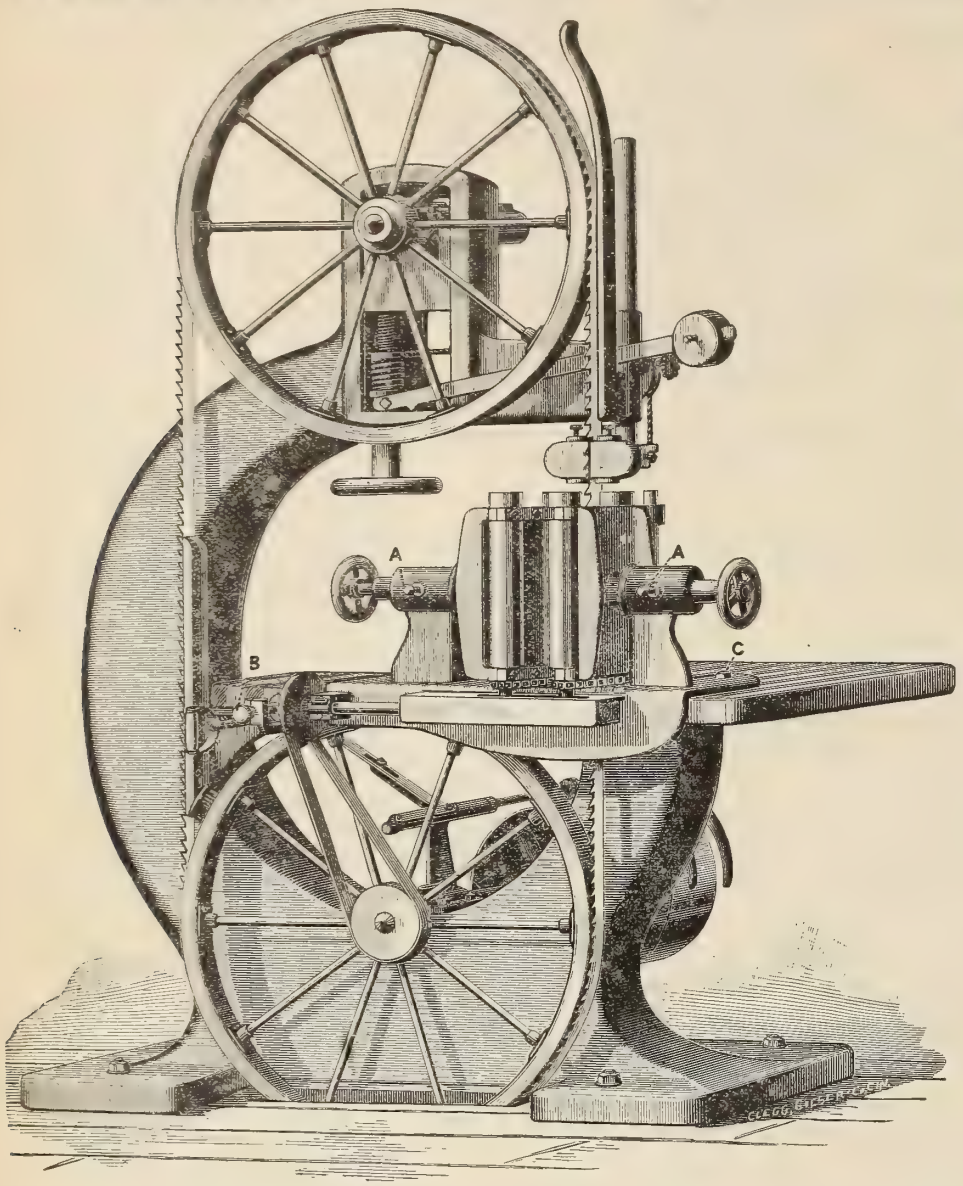
PETER GERLACH & COMPANY, MANUFACTURERS OF

Alligator Chisel-Bit Saws.

THE CHAMPION STAVE, HEADING AND SHINGLE MACHINES, ICE TOOLS AND MILL SUPPLIES

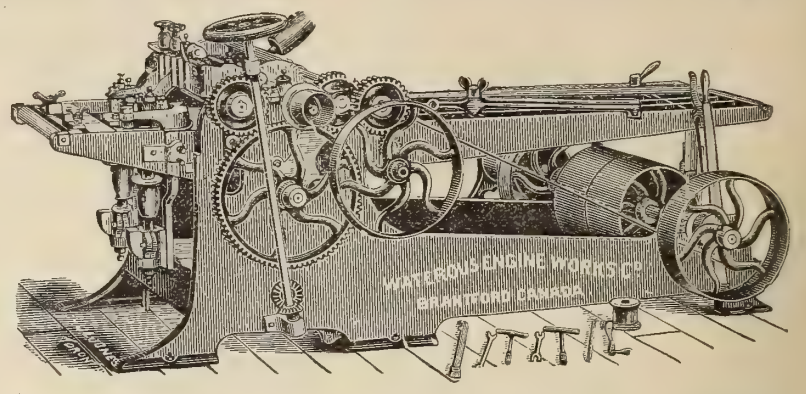
CLEVELAND, - - - OHIO.

Specialties in Wood-Working Machinery



OUR NEW STANDARD BAND RE-SAWING MACHINE

The above cut represents our New Patent Band Re-sawing Machine, lately designed and patented. It has been the general impression of machine builders for many years that the machine should necessarily be very complicated, being made of many pieces and fastened together by bolts, nuts, screws, etc., thinking by having them complicated would naturally find a higher price. The cut herewith represents the machine which is made with as few pieces as possible to make a first-class machine, and makes the cost of these machines much less than the old style. It will re-saw a board 20 inches wide by 5 inches. The wheels are 40 inches in diameter by 2½-inch face. 2½x22 gauge saw blade is used for very fine re-sawing. The rollers can be quickly angled for weather-boarding, variable friction feed, tension blade, combination cushion and weight, guide stem weighted; shifters convenient for operator. Rollers can be set aside in one-half a minute, the machine is then ready for the finest of scroll work. Total height, about nine feet. Shipping weight of machine, 2,000 pounds. Tight and loose pulleys, 16x5 inches, and should run 520 revolutions per minute. With each machine we furnish brazing tongs and clamps, with S wrench, one ⅜ saw blade, brazed, set, and filed. Other size blades furnished at lowest market price.



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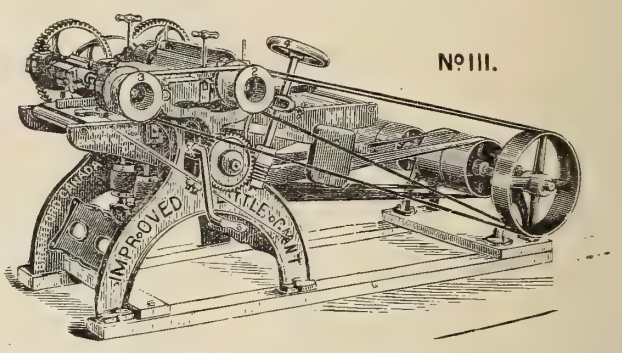

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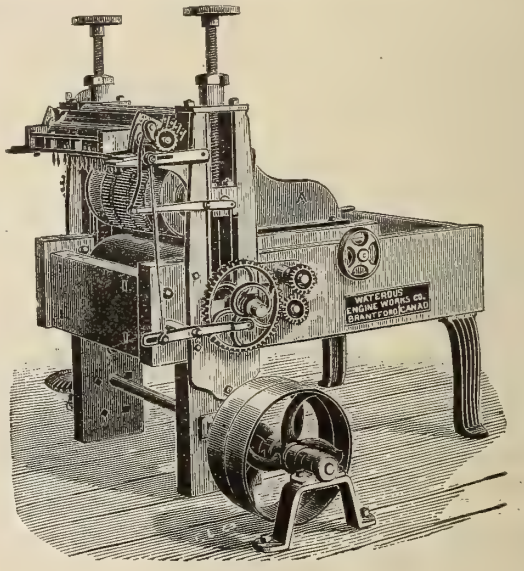

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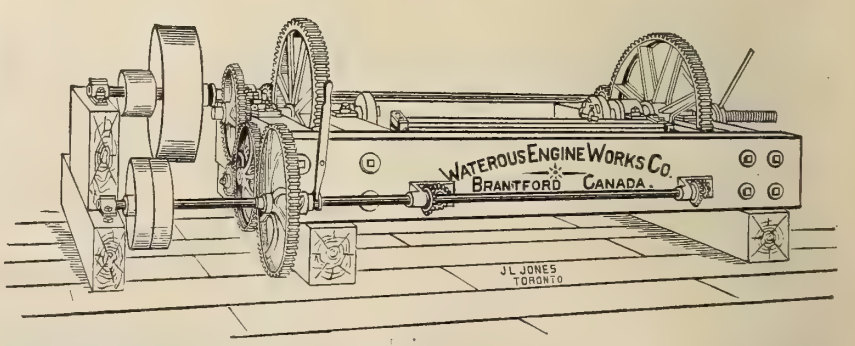

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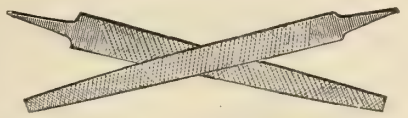

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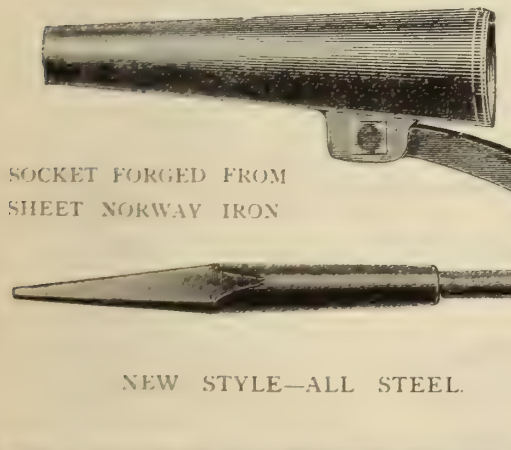

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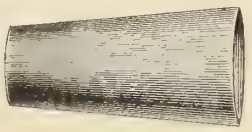

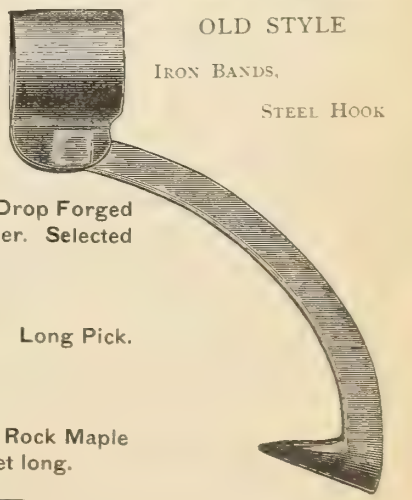

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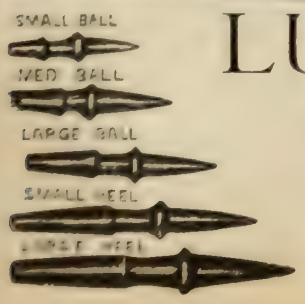

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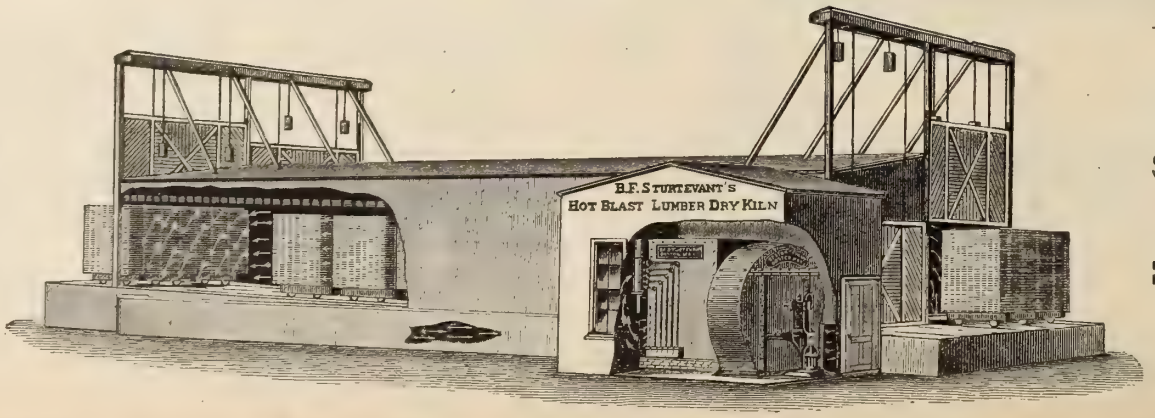

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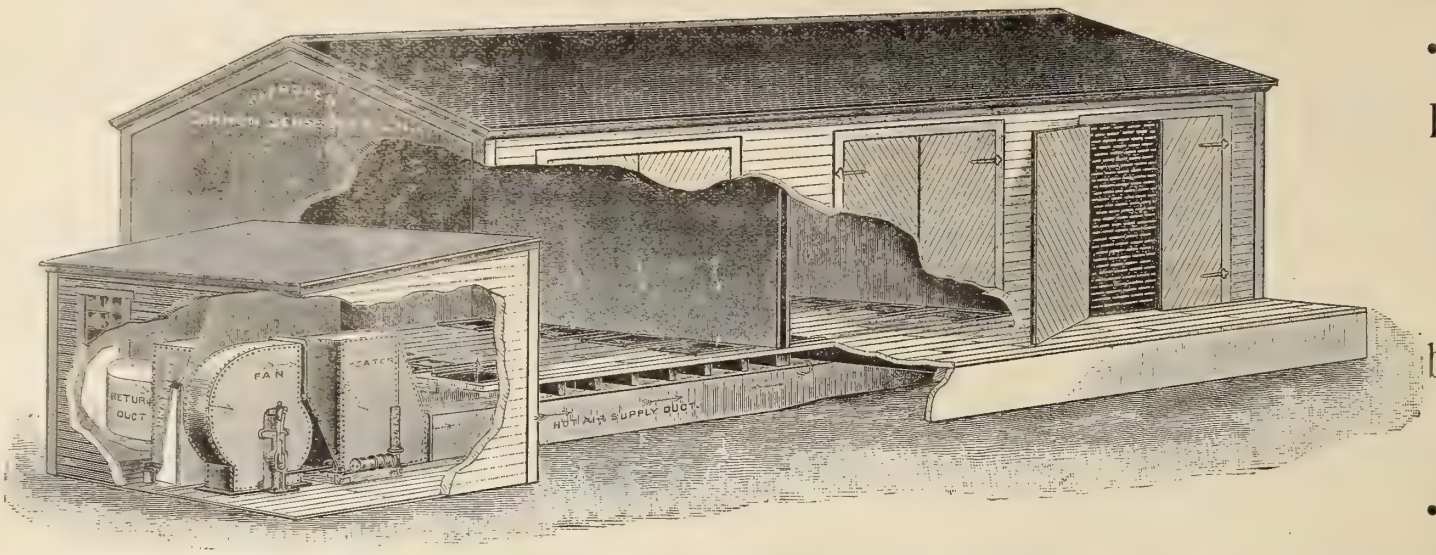

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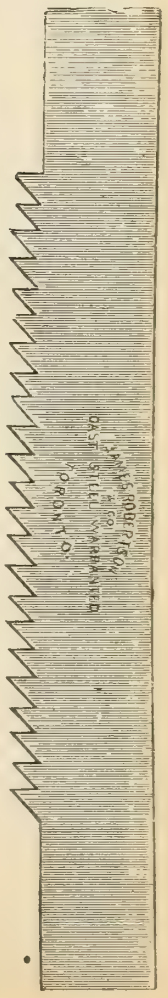

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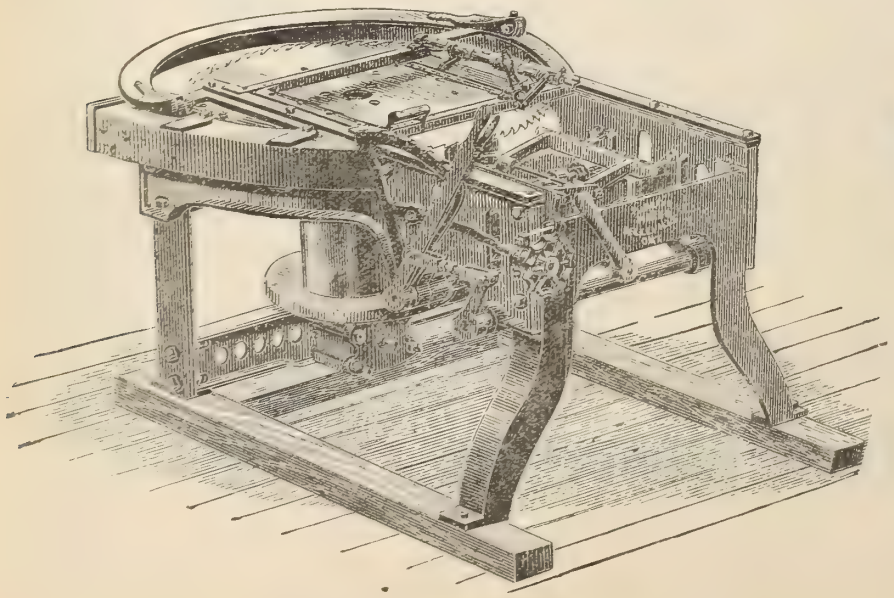

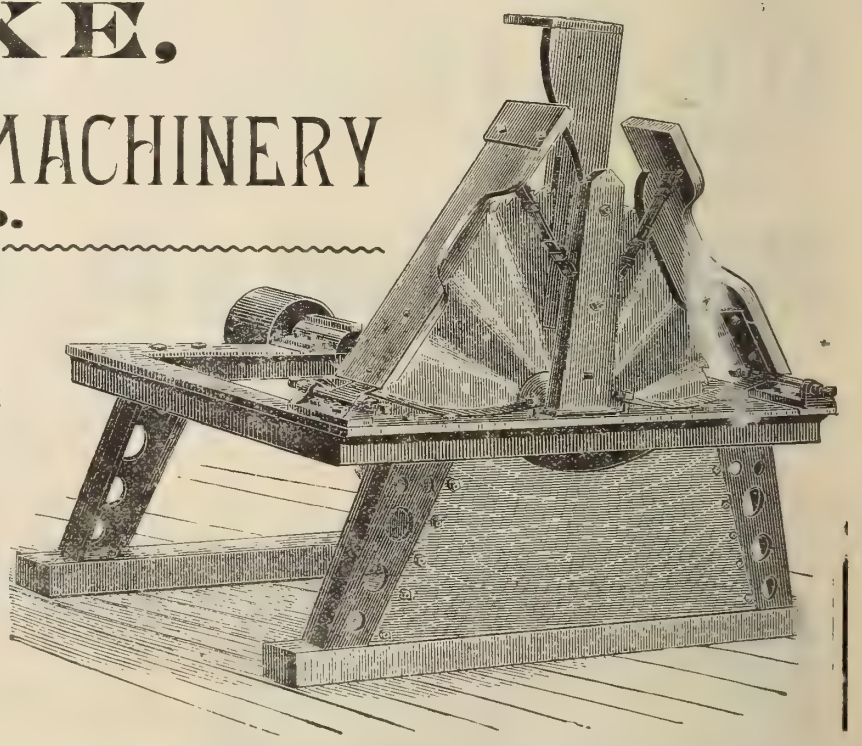

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NOTICE OF REMOVAL.

It devolves upon us this month to inform our readers that immediately on completion of the current issue the publication office of the "Canada Lumberman" will be removed from Peterborough to Toronto. This change has been contemplated for some time, and is now being carried out in the interest of both the journal itself and the lumber trade in general. In order to facilitate business and accumulate from month to month a complete quota of news from all sections of the country it is necessary that the editor should be brought in contact with as many members of the trade as possible, and this is only possible in a large city where both the manufacturer and dealer are in the habit of making periodical visits. The temporary offices of "The Lumberman" are at 69 Adelaide St. West, where we shall be glad to welcome all our friends, until permanent quarters in the heart of the city are ready for occupation. Correspondents will please make a note of the new address and hereafter address their letters to Toronto.

ACCORDING to the report of the Commissioner of Crown Lands for the Province of Ontario for 1889, sent down to the Legislature on March 11th, the area of crown lands sold during the year was 53,960 acres, value, $71,765.63. The amount collected was $66,888.54. The total collection on account of all sources of revenue was $1,204,639.32, while the total disbursements of the department on account of all services and expenditures, were $236,336.69. The total collection for woods and forests during the year was $1,078,598.12, which includes $66,058.20 on account of bonuses, leaving the net collection on account of timber dues, ground rent, etc., to be $1,012,539.32.

THE Governor of Tennessee, if we are to judge from his recent message to the legislature of that state, is blessed with a considerable amount of "horse sense." Coming down to the question of timber stealing he says: "The law making power has been vainly besought in the past to provide protection for timber by making its unauthorized taking a criminal offence. Why should the taking of another's timber be held to be only a trespass, when the taking of his horse is felony? I am persuaded that many persons have been deterred from investing money in our lands because of the insecurity of property in timber, and the immunity vouchsafed depredation by the absence of a penal statute. The time has come when we must look more attentively to the preservation of our timber, and restrain wanton waste."

THE Grand Trunk Railway, says an exchange, seems totally unable to do the business required in many parts of the country. The road is lamentably deficient in rolling stock, both locomotives and cars. One single firm, that of Messrs. Mickle, Dyment & Son, of Barrie and Gravenhurst, will cut this year 25,000,000 feet less logs than they would otherwise have cut, because they cannot obtain cars to take it to market, and they seriously contemplate shutting down some of their mills the coming season for a similar reason. They wanted last season 40 cars a day, but were only furnished with four or five. They have now cars standing in their yard loaded, and the stock covered with snow and ice, but cannot get engines to take their lumber to its destination. Short work would be made with an individual failing to perform a written or implied contract, but a railway corporation is permitted to do its duty or fulfill its obligations or not, just as it pleases. We hold it to be the duty of the government to compel this gigantic corporation to do what its charter implies, or withdraw its powers and privileges from it. If the Grand Trunk cannot put enough rolling stock on its roads to do the business of the country, it had better go into liquidation, and let other companies that can take its place.

THE House Committee on Ways and Means at Washington, has had the lumber question on hand, and so far has reached no decision as to the various plans proposed to counteract the effect of the Canadian export duty on logs. The sub-committee, however, has provided for a slight reduction in the tariff on square timber, but practically makes no reduction upon other timber, and no change in the duty on sawed timber. The Senate Committee reduced the duty on pine lumber from $2 per thousand feet to $1.50, and left the duty on cheaper grades, such as hemlock, spruce, etc., at $1 per thousand feet, the same as the law now fixes it, and has been since 1872. There was some disposition manifested by the committee to reduce the duty on white pine lumber, but it was shown to the satisfaction of the committee that the price of the labor that enters into the manufacture of lumber in many of the states bordering on the Dominion exceeded the price of the same labor in Canada by $1 per thousand. As the duty on white pine lumber is only about 16 per cent. when reduced to an *aa valorem* standard, and the duty on spruce and hemlock is only 11.70 per cent., the committee decided not to change the rates. The report of the sub-committee will be reported to the full committee before it goes to the House, and it may be that other changes will be made, anyhow, it will be some time yet before any definite action will be taken.

THE annual banquet of the lumber section of the Toronto Board of Trade, to those members of the board eligible for membership in the lumber section, was held at McConkey's restaurant on the evening of March 7th. The entertainment was an excellent affair. Mr. A. K. McIntosh presided and the vice-chair was occupied by Mr. G. Gall. Among the guests were: Messrs. John I. Davidson, president of the Board of Trade, J. Donogh, J. J. Withrow, J. B. Miller, W. Forbes, G. Moir, J. D. Hay, Richard Dinnis, T. Willmott, J. Tennant, Capt Hall, A. Dinnis, A. G. Hagerman, Joseph Oliver, A. A. Scott, W. Leak, A. R. Riches, James Tennant, T. Meaney, Edgar A. Wills, secretary-treasurer. The music was supplied by Mr. J. Monk. Songs were sung by Mr. William Simpson and Mr. A. Dinnis. Mr. T. Meaney contributed a recitation. After the toasts of "The Queen" and the "Dominion Parliament" and "Local Legislature." Mr. John I. Davidson responded to the "Board of Trade of the City of Toronto." Mr. A. K. McIntosh to the toast of the "Lumber Section," Mr. J. Donogh to the "Carload Trade," Mr. J. D. Hay to the "Interior Mill," Mr. A. R. Riches to the "Hardwood Trade," Mr. J. B. Miller to the "Lake Mill," Mr. W. Leak to the "Local Mill," Mr. J. Firstbrook to the "Box Manufacturers," Mr. J. J. Withrow to the "Planing Mill," Mr. Richard Dinnis to the "Contractors," Capt. Hall to the "Builders' Interests," and Messrs. Willmott and Meaney spoke on behalf of "The Ladies."

GROSSLY exaggerated statements have from time to time been telegraphed all over the country from Minnesota regarding the alleged timber stealing along the Minnesota and Canadian border. It is asserted by Canadians who are engaged in the lumber business, and who ought to know something in regard to the matter, that there was no truth in the sensational despatches; that the logs brought into Canada to be manufactured in Canadian mills were bought from Americans who claimed to be the owners of the logs. Stealing is not a very creditable business to follow, and if it has been going on as is alleged the Americans ought to put a stop to it. When these "tall lies" were first circulated, few believed that it had been going on for years. The most recent account, however, would seem to indicate that there might possibly be a "spec" of truth in the wild tales which have been floating over the country. A recent report from White Earth, Minn., says: "United States Marshal Campbell, who went from Red Lake with a posse of Indian police to investigate a reported timber steal in the vicinity of Rainy Lake, with instructions to arrest any persons found trespasssing on Indian or Government land, has returned. They report that timber thieving has been carried on for many years until now the banks of the streams emptying into Rainy Lake have been denuded of all marketable pine and hardwood timber. Most of these lumbermen are Canadians who come to cut timber on American soil under the pretext that they have the right to do so because their wives are Indian women, belong to the Red Lake Reservation."

THE official reports on sawdust in the Ottawa river, called for by Senator Clemow, have been laid before the Senate. Mr. Henry Grey, civil engineer, who acted for the Government, reports that he commenced work in August last at Kettle Island, when he found in the channel on the north side of the island the sawdust had so silted up that only small boats could now pass with safety where twenty-five years ago there were twenty-five feet of water. He found three feet of sawdust in the eastern channel, whilst large quantities of mill refuse were stranded at the government boom and shore, forming a source of great danger owing to their liability to become ignited in summer. He found that an extensive bank of sawdust, measuring thirty feet in depth, had formed at the water's edge on the east shore of the Lievre river, and that the Lievre river itself is thickly dotted with small shoals formed by the depositing of mill refuse mixed with sand that had been carried down by freshets from far up the river, the refuse being the accumulation of deposits from an annual cut of 30,000,000 feet of lumber. Between Kettle Island and the Chaudiere Falls he found that sawdust had been largely deposited at the bay giving entrance to the Rideau locks. These deposits were the cause of great labor and delay to vessels passing inwards or outwards at low water. From Nepean Point to the Gatineau Point the bottom contains frequent deposits, the bays are almost completely filled up, whilst the channel is being gradually interfered with by mill refuse. Mr. Sanford Fleming reports to the committee of lumber manufacturers that he and his son made an examination of the river at different points, and says the refuse consists of sawdust, edgings, buttings and slabs. Large deposits of sawdust were found in side channels, sheltered bays, eddies and inlets, but the main channel of the river remains unobstructed for the purpose of navigation. Soundings were taken during the past season on lines of cross sections which were made by the government engineers the year previous, also on a continuous line along the entire length of the channel from Ottawa to Grenville, a distance of sixty miles. These soundings reveal a

depth of water for the greater part which is indeed remarkable. Mr. Fleming reports that only at five points on the whole sixty miles is the depth at low water under ten feet, but admits that navigation is affected at the entrance to the Rideau canal. Here there is a deposit for a distance of about 200 yards outwards from the entrance to the lower lock. The deposit here is probably for the most part sawdust, and it is due to the fact that the entrance to the canal is in a deep and sheltered bay where the sawdust collects and where there is no current sufficient to carry it away. Mr. Fleming concludes his report by saying that with regard to the future, there is no probability of the navigation between the city of Ottawa and Grenville being irretrievably destroyed, or seriously obstructed, from the cause assigned, for centuries to come. Here there is a conflict of opinion between the two engineers, and those who are interested have a splendid opportunity of drawing their own conclusions.

THE people of Victoria, B. C., have done a wise thing by rejecting, by a large majority, the by-law to give a bonus of $25,000 to aid in the establishment of a saw mill. This bonus business is not only unfair, but it is dangerous and erroneous in principle. A number of large mills have been established at different points along the coast by private enterprise, and to bonus so largely such an industry is simply giving one establishment an unequal advantage over others. It is simply assisting with public money to set up competition to those who have already invested in lumbering enterprises. For the future welfare of the province it is to be hoped that a quietus has been put on the bonusing business.

THE ventilation of the Cypress Hill timber limits matter in the House of Commons, and Mr. J. C. Rykert's connection therewith, has occasioned a great deal of excitement in Ottawa, and, for that matter, throughout the country as well. Mr. Rykert's integrity being assailed there was only one of two things for him to do, either to deny the charges made altogether, or to defend himself. He chose the latter course. J. C. Rykert is an M. P., who by certain methods was instrumental in securing a cool $200,000 out of Louis Sands, a millionaire lumberman. Rykert secured a large grant of land in the Cypress Hill district, Assiniboia. It was offered to Sands through a Winnipeg man for $200,000, on the representation that it would cut 100,000,000 feet of pine. Sands sent a Manitoba surveyor to look over the tract and he reported that the facts were as stated by Rykert's representative. After purchasing and paying for the tract $100,000 in cash and $100,000 in notes that were at once negotiated, Sands found that the Canadian Pacific road claimed one-half the grant. Rykert used all his influence to have the Canadian Pacific railroad claims removed, but was unsuccessful, and Sands had to pay $4,680 to release the railroad claim.

A MEETING of the creditors of McCraney & Wilson, lumber dealers, Toronto, was held March 10th, at the office of Townsend & Stephens, when inspectors were appointed as follows: R. Y. Fish, Waterloo; Mr. Dymond, Barrie; Willmott, Toronto, and DeCew, Essex Centre. A statement was presented showing the direct liabilities to be $40,989, with assets at $39,000. The total available assets are $128,932, of which sum $9645 consists of stock-in-trade, $1638 bills receivable, $14,576 open accounts, $243 cash, $2540 real estate, $1248 Manitoba farm, and balance miscellaneous. Among the principal creditors are: McArthur Bros. & Co., $1030; Collins Inlet Lumber Co, $511; Dominion Bank, $237; Willmott & McIntosh, $1220; Mickle, Dyment & Son, Barrie, $9021; R. Y. Fish, Waterloo, $3278; J. D. Shier, Bracebridge, $846; Lakefield Lumber Company, Lakefield, $1930; Vanstone Bros., Southampton, $1222; Jerry Siebert, Chippewa Hill, $679; J. E. Cooper, Saurin, $656; W. J. Douglas & Co., Burlington, $1012; Paul Wiedman, Wiedman, $477; James Sharpe, Burk's Falls, $320; N. McEachren, Burks Falls, $459; T. H. DeCew, Essex Centre, $1093; John H. Lesh, Goshen, Ind., $547; W. T. Craig, Kinmount, $500; Hugh Wilson, Cannington, $940; George E. Neihergall, Clavering, $38; Bennet & Witte, Cincinnati, O., $628; Chew Bros., Midland, $739; R. B. Cotter Lumber Company, Louisville, Kentucky, $527; W. Pearson, Singhampton, $725; Peter Shaw, Novar, $2201; J. O. Revell, Coboconk, $700; A Sydney Smith, Port Sydney, $360; W. McClymont & Co., Ottawa, $329; Shepherd & Morse Lumber Co., Ottawa, $275; W. Young, Wiarton, $529; W. H. Leonard, Hope Bay, $472; H. Cargill & Son, Cargill, $450; Est. T. H. Carr, Owen Sound, $601.

A DEPUTATION of the Toronto Board of Trade, composed of Messrs. McIntosh, Donogh and Tennant, addressed the grain section on March 14th regarding the scarcity of cars on the Grand Trunk Railway, and the delay in moving cars when they were loaded. The lumbermen have been unsuccessfully complaining for a long time, and recently the grain men have suffered seriously for want of cars. The lumbermen thought that the combined efforts of the two sections would bring the railways to time. A number of examples were given of the delays. Mr. McIntosh wanted 40 cars and had none since Feb. 2. Mr. Donogh stated that 17 loaded cars stood at Bradford four days without being moved. Much amusement was caused by Mr. Tennant's complaint that he could not get cars to bring coffin lumber to the city; there had been a very great demand during the past three months; he wanted twenty cars for one customer and could only get five. It was also explained on the authority of Mr. Wragge that the general manager had instructed him to take all the cars that came along for the ice business. Mr H. N. Baird claimed that the Canadian Pacific was as bad as the Grand Trunk. Mr John Earls looked quite innocent, and said he did not know there was such a scarcity of cars in the lumber trade. He said that there was an active demand for cars, and admitted that there was a scarcity of engine power. Mr. McIntosh mentioned a case where five cars went four miles on their journey in three weeks. Mr. M. McLaughlin mentioned incidentally that he had a car loaded at Brandon on the 6th and it arrived over the C. P. R. on the 13th, taking only seven days. No action was taken by the gentlemen.

THE discussion which followed a motion to go into committee of supply in the Ontario Legislature, brought out some valuable information regarding the timber resources of the province. From 1885 to 1889 inclusive there were derived from this source $13,184,196, showing to what a large extent the revenues of the province are dependent upon its timber. It appears that up to Confederation there had been but eleven thousand square miles put under license, and this at the rate of 50 cents per square mile, out of which the government had realized only $5,500. After Confederation there was a sale by the Sandfield Macdonald Government of 655 square miles in 1871, then of 459 square miles by Mr. Scott during the Blake administration, and then during the eighteen years of the present administration there had been placed under license 3,270 square miles of territory. The proceeds to the Government from these sales amounted to $2,499,860. Hon. A. S. Hardy, Commissioner of Crown Lands, gives the sales year by year as follows: 1877, 375 square miles for $75,739, averaging $201 per square mile; 1881, 1,379 square miles, for $733,675, or an average of $532 per square mile; 1885, 1,057 square miles, for $326,810, or an average of $309 per square mile; and in 1887, 459 square miles, for $1,312,312, or an average of $2,859 per square mile. The total for the 17 years of Mr. Mowat's administration was 3,270 square miles for $2,448,536, or an average of $658 per square mile. The timber area in the present possession of the government is given as follows: West of the Ottawa river and northwest of the limits sold in 1872, between 80 and 85 west and extending north to 48th parallel of latitude, there are estimated to be 24,000 square miles; between the Ottawa agency and berths sold in 1881, there were 540 square miles. Averaging timber on this area at 1,000,000 feet to the mile we have 24,540,000,000 feet. Col. Dennis, late Deputy Minister of the Interior, estimated the timber in the disputed territory at $26,000,000,000 feet. Here alone was a total of 50,540,000,000 square feet of timber untouched. There is under license in Ontario now 19,000 square miles, and from the best estimates and information procurable on the subject there are in this area 10,000,000,000 square feet. The two totals represented, say, in round numbers, 300,000,000 of standard logs of 200 feet each. The output for the year 1888 inclusive of square and board timber was, say, 4,000,000 standard logs of 200 feet each. The value of the 50,540,000,000 feet of timber which it was estimated, as above stated, was still in the possession of the Crown, at the regular bonus of $1.50 per 1,000 feet was $75,810,000; add the duty of $1 per 1,000 feet, and there was another $50,540,000, or a total of bonus and duty of $126,350,000. An additional ten millions for the values of dues on timber on lands now licensed at the rate of $1 per thousand feet would bring the total of the present value of the undeveloped timber resources of the province up to $136,350,000.

MR. BRONSON'S bill before the Ontario Legislative Assembly, which has passed its first reading, repeals Section 40 of The Timber Slide Companies Act, and substitutes the following therefor:—

The tolls to be collected upon different kinds of timber shall bear to each other the following proportions, viz.:

		$	cts.
Red and white pine, tamarac, spruce and hemlock, square or waney board	per piece	0	1
Oak, elm and other hardwood, square, or flatted or waney board	"	0	1½
Spars	"	0	3
Masts	"	0	5
Sawlogs, 17 ft. and under	"	0	¼
Red and white pine, tamarac, spruce and hemlock, round or flatted, over 17 ft. and under 25 ft. long	"	0	⅓
Red and white pine, tamarac, spruce and hemlock, round or flatted, 25 feet to 35 feet long	"	0	5/12
Red and white pine, tamarac, spruce and hemlock, round or flatted, 35 ft. and upwards in length	"	0	⅜
Sawed lumber, board measure	per 1000 ft.	0	3
Staves	"	0	15
Firewood, shingle bolts and other lumber	per cord	0	2
Railway ties other than cedar, in 8 or 16 ft. lengths	per l'h of 8 ft.	0	1-12
Cedar, round or flatted, 8 ft. long or under	per piece	0	1/16
Cedar, round or flatted, over 8 ft. and under 17 ft. long	"	0	⅛
Cedar, round or flatted, over 17 ft. and under 25 ft. long	"	0	1.5
Cedar, round or flatted, over 25 ft. and under 35 ft.	"	0	⅓
Cedar, round or flatted, 35 ft. and upwards	"		½

THE returns showing the settlement effected with the lessees of hydraulic lots at the Chaudiere, and copies of the new leases entered into with the owners, have been laid on the table of the Senate. The names of the first lessees and also the names of the present lessees are given. On January 1st the amount due under said leases was $64,685.60. Disputes having arisen from time to time between the government and the lessees, a provisional settlement has been arrived at whereby the present proprietors or the original lessees agreed to pay Her Majesty the whole arrears of rent due to January 1st, 1890, and transferring to Her Majesty all existing rights, executing a general release to Her Majesty of all claims in respect to the premises, and that their leases should issue to the parties entitled thereto. The new lease provides that lessees shall pay rent and taxes. The term is fixed at 21 years, the annual rent at $100 for each hydraulic lot. The quantity of water furnished to the lessees is to be equivalent to 150-horse power in each hydraulic lot, or sufficient to drive existing machinery. Should larger mills be erected they may take more water power under conditions to be fixed. In case of adjoining lots the accumulated power may be used on one lot, all machinery to be of the best. Should the government boom be closed Her Majesty may lease that power. Nothing to interfere with good and sufficient supply of water to the citizens of Ottawa; all surplus water is reserved to the Queen; all dams, booms, etc., constructed by the lessees at their own expense, each lessee is to bear his portion of the expense. The chief engineer of public works is to have free access

day or night to all mills, etc. Each lessee shall maintain his own flume. The minister may make improvements at the cost of the lessees. In case of any default the title is to revert to the crown, and no lessee can have any claim for loss against the Queen.

THE Conger Lumber Company, of Parry Sound, paid their employees 5 per cent. on their season's earnings, out of the mill profits for the season of 1888, which is a snug little bonanza for the men just at this time of the year, when the camps are all closed and the mill will not run for a month yet. If other lumber concerns would adopt the same system, there would not be grounds for strikes or changing of hands—there would be more harmony between employers and employees. Long may they have a surplus to divide among the "horny-handed sons of toil."

MR. H. W. POWIS, Mr. Mason, of London, Eng., and Mr. Graddon, late book keeper to Mr. Charles G. Davies, the alleged defaulter, have had an interview with Mr. Davies at Suspension Bridge. The books of the defaulter have been recovered and made up. As a result of the investigation, and of the information furnished by Mr. Davies, it has been ascertained that the direct loss will be much less than previously stated. That of Messrs. Bryant, Powis & Bryant is expected to be not more than $25,000 to $30,000. The amount of the indirect losses depend largely upon what realization can be made of the assets and debts of Davies. One Quebec firm is said to owe $90,000 to the estate agency of Mr. Davies, while another house for which Mr. Davies acted has also a very heavy claim against the same firm. Mr. Davies took very little money away from Canada, his losses being chiefly through speculation. At a meeting of creditors of Chas. G. Davies Mr. John T. Welch was appointed curator and Messrs. Powis and Mason inspectors.

MR. OSTROM has introduced a bill into the Ontario Legislature to amend the Act respecting the driving of saw logs and other timber on lakes, rivers, creeks and streams. It provides that the arbitrators shall in all cases use the following scale as a basis for calculating and fixing the proportion in which parties to any arbitration proceedings shall bear the burden and expense of driving all material within the meaning of the act.

SCALE.

1	Pine saw log, 17 feet and under.....	1 standard.
1	Cedar, over 8 feet and under 17 feet....	1 "
2½	Cedars, 8 feet and under.....	1 "
2¼	R. R. Ties, flatted.....	1 "
1½	R. R. Ties, round.....	1 "
1	Hemlock, Ash, etc., log, 17 feet and under.	1¼ "
1	Piece, round, flatted or square timber, over 17 feet and under 25 feet long..	1½ "
1	Piece, round, flatted or square timber, over 25 feet and under 35 feet long..	2 "
1	Piece, round, flatted or square timber, 35 feet long and over.....	3 "

MR. BLAIR in introducing his stumpage resolution in the Local House, at Fredericton, N. B., referred to the efforts of the North Shore lumbermen during the past several years to secure a reduction of the stumpage. The government has been obliged to decline to comply with the request of the lumbermen for many years because the finances of the country would not admit of a reduction. Now, however, the territorial revenue was so large that a reduction of 25 cents per thousand could be made without interfering with the services of the country. A lengthy debate followed the introduction of the government resolution affirming the advisability of a reduction of the stumpage to 25c. per thousand superficial feet was finally carried by ten majority.

We are advised from Quebec that Messrs. J. S. Murphy & Co., lumber merchants of that city, have made an assignment of their estate for the benefit of their creditors. The statement filed in court by the insolvent firm, shows their liabilities to be $187,000, while their assets appear to be about $151,000. The assignment was made at the instance of Simson, Mason & Co., of London, Eng. J. S. Murphy, individually, has also failed for $75,000, and W. H. Wilson, who was partner for J. S. Murphy & Co., has also assigned his own estate valued at some $275,000. These failures which aggregate $510,000, are said to be the outcome of the Davies defalcation. J. S. Murphy's large lumbering operations in the west will be continued and the manufactured timber will be brought down this spring, the contracts previously made by Mr. Murphy with Mr. Wade and others being carried out. The operations at Riviere a Pierre and St. Anne mills will be continued and the logs brought down and sawn in the interest of the estate.

THE Toronto lumbermen are justly indignant at the lack of transportation facilities provided by the railways, especially the Grand Trunk. Another meeting was held in the Board of Trade rooms on Monday, March, 24th, Mr. A. K. McIntosh in the chair. There was a full attendance, and some of the members present expressed their views freely on the subject, the railroads coming in for a good deal of criticism. The main difficulty appears to exist in the lack of locomotive power rather than a scarcity of cars. Things are even worse at the present time, say the lumbermen, than when they complained last year. One member spoke of a shipment of lumber leaving Waubaushene on the 13th and only arriving in Toronto on the 24th ; a second member had received only five cars when he wanted two hundred ; a third instanced the fact of two trains lying on the Esplanade for two days because there was no locomotives to draw them. The lumber section will issue a circular to lumbermen in Ontario asking for full information, and base a report upon that, which report will be presented to the railroad authorities. Another cause of complaint is the absence from Toronto of a Grand Trunk superintendent of cars. Under the present system all enquiries have to be addressed to Allandale, Hamilton, or other outside points, and the annoyance and delay resulting is great. Robert Thompson, A. K. McIntosh and John Donogh were appointed a committee to enquire into matters and the council of the board will be asked to co-operate with the section in endeavoring to secure a local superintendent of cars.

THE Republican members of the House Ways and Means Committee have practically agreed upon every point of division upon the tariff schedule upon which they have been engaged for several months. It is based upon the Allison Bill, which passed the Senate a year ago. In the lumber schedule the duty on sawed boards, planks and finished lumber is reduced 50 per cent. from present rates. The following is the text of the provisions upon which the Ways and Means sub-Committee has agreed as to retaliation in the matter of the export duty levied by the Dominion Government upon logs. After the lumber schedule the following is proposed : Provided that, in case any foreign country shall impose an export duty upon pine, spruce, hemlock or other logs, or upon stave bolts, shingles, wood or heading blocks exported to the United States from such country in excess of the duty fixed in this act upon the sawed lumber manufactured of the logs heretofore mentioned, then the duty upon the sawed lumber herein provided for when imported from such country shall remain the same as fixed by the law prior to the passage of this act. The bill as a whole is of particular interest to Canadians. It will now be presented to the House, where no doubt it will elict considerable discussion, and it may be that some alterations will be made. The House is expected to pass the bill by the first of June, and it will be some months before it reaches the President for signature.

SPLINTERS.

THE Ways and Means Committee at Washington has reconsidered the proposed lumber duties, and fixed the duty on sawn lumber at $1.50 per 1000 feet. This is a cut of 50c. per thousand, the existing duty being $2.

* * *

WE are in receipt of a circular letter from G. F. Slater, of the Vancouver Shingle Mill, B. C. He has recently given his mill a complete overhauling, and has perfected his arrangements for the manufacture of dimension shingles, and can now turn out 75,000 a day of any width from four to twelve inches wide. It is now a well demonstrated fact that shingles made from British Columbia Fir have never been equalled in quality, much less excelled.

* * *

LUMBERMEN are anxious to know what is the matter with the weigh scales at Alliston. They are said to weigh about 1,000 lbs. too heavy. Perhaps the G. T. R. will rise and explain.

* * *

THERE has been an extra demand for lath this season and as a result they are difficult to obtain. Several buyers have been scouring the country of late for this commodity but have not been very successful.

* * *

IN our last issue we stated that Messrs. Smith, Wade & Co., of Quebec, had contracted for the coming season's cut of E. L. Sewell's four mills, which will run up to about 250,000 feet. It should have read 200,000 Quebec standards.

* * *

WE are in receipt of a very handsome hanger card, sent us by Messrs. Roblin & Sadler, the well-known leather belting manufacturers of Montreal and Toronto. In gold letters on the front of the card is the firm's name and address, while on the reverse side is given their price list.

* * *

MR. CHARLTON, M. P., has moved for a list of timber limits granted by the Dominion government since March, 1885, the names of the parties to whom granted, the area of each limit granted, whether granted to the highest bidder in public competition, and the amount of bonus, if any, in each case.

* * *

A MEETING of the Southern Yellow Pine Association was held in Montgomery, Ala., last month. No business of importance was transacted. The question of an advance in the prices was brought up, but the meeting deemed it inexpedient to advance the price list at the present time. The convention will convene again in Montgomery in June next.

* * *

THE millmen on the St. Lawrence are pleased to see that the firm of Goodday, Benson & Co., who have recently established themselves in Quebec, propose developing the hardwood business, and at the same time they expect to do a large business with Ontario, especially where ash, birch and maple can be manufactured and shipped by rail to Montreal, Three Rivers and Quebec.

* * *

MR. N. E. CORMIER, lumberman, of Aylmer, Que., has made an abandonment of his estate to the court under the Quebec Insolvent Act. Some weeks ago a meeting of his creditors was held, and an extension of time given, but the assignment has been forced by the Ontario government seizing for timber dues. The proceedings of the meeting are thus void, and the estate will go into liquidation.

* * *

IT is said that Lake Superior lumber shipments this year will be greater than in the previous year. The log cut in Wisconsin has been enormous, and a large number of new vessels will soon be afloat. Lumber will be carried from Ashland to Buffalo, and Tonawanda and other important lumber centres, at a rate lower than for several years. Charters have already been secured at 22½ per 1000, and shippers say that rates will be lower when navigation opens.

CASUALTIES.

Mr. John Mattice, of Novar, while working in a lumber camp at Emsdale, had one of his legs broken.

D. Riddel, while working at a circular saw in Muirhead & Mann's mill, Victoria, B. C., had two of his fingers and part of a thumb cut off.

Two men named Turcotte and Bush, employed with others in building a dam on a small creek in the Scott timber limits, about twelve miles from Apsley, Ont., were severely injured by the premature explosion of a blast. They were engaged in blasting for the foundations.

THE NEWS.

ONTARIO.

—J. S. Clemens, lumber dealer, Preston, has assigned.

—A McWilliams, saw mill owner, Dutton, has assigned.

—Isaac Cockburn, lumber dealer, Hamilton, has assigned.

—Lumbermen expect to do a big rafting business at Belleville this year.

—S. B. Crossfield's mill, at Sturgeon Bay, cut 120,000 shingles in a week.

—Walker's shingle mill at Coulson, is turning out a large amount of shingles.

—Messrs. Burton Bros., of Barrie, will start lumbering on the Spanish River next fall.

—The lumber camps up north are breaking up and the men are dispersing to their homes.

—C. M. Chadburn, owner of a saw mill at Kincardine, has assigned to J. McK. Stewart.

—The lumbermen of the Chaudiere are all growling over the scarcity of cars for shipping purposes.

—Lumber camps in North Hastings are breaking up on account of so much water in the swamps.

—Large shipments of pulp wood, square timber, shingles and ties, are being shipped from Emsdale.

—The Sundridge station yard is covered with pulp wood and timber and more is arriving every day.

—James Jarrett's large planing mill at Alliston, was burned March 9th. Loss heavy. Insurance $1,000.

—A very large amount of square timber is being taken out of the large swamp between Uthoff and Foxmead.

—Wm. Spence, lumberman, Parry Sound, has failed and assigned to G. Copeland for the benefit of creditors.

—The Georgian Bay Lumber Co.'s mills, offices, etc., are to be illuminated by four hundred incandescent lights.

—W. P. Christie & Co.'s mill at Severn Bridge has had to shut down for lack of snow to get their stock from the woods.

—Lumbering operations at Rosse are drawing to a close, hauling being nearly finished and several camps have already broken up.

—During the winter Mr. J. D. Shier has shipped from his mill yard, Bracebridge, a very large quantity of lumber, lath and shingles.

—A. D. Vanbuskirk and George Vent have cut 265 cords of cedar bolts for Mr. Playfair, Sturgeon Bay, since the latter end of January.

—Captain Carter, manager of the Rathbun mills at Deseronto, had a narrow escape from being killed at the Fenelon Mills the other day.

—Messrs. Perley & Pattee, lumber merchants of the Chaudiere, intend using rope transmission in their saw mills during the coming summer.

—The saw and shingle mills belonging to Olds Bros. Greenbush, were totally destroyed by fire recently. Loss $2000 ; no insurance.

—The firm of Greensides & Hurlburt, of Mitchell, have dissolved partnership. The latter gentleman will continue the lumber and saw mill business.

—Mr. R. Simpson, of Collingwood, will take charge of the new mill which he completed lately for the Imperial Lumber Company, in Nipissing district.

—John Irvin & Sons, of Pontypool and Brampton, are building a shingle mill at Dundalk. A saw mill is also contemplated to run in connection.

—The creditors have decided to wind up the estate of Messrs. McCraney & Wilson, lumber merchants, of Toronto, having refused to compromise at 30c. on the dollar.

—Thos. Mackey, the well-known lumberman, Pembroke, was one of the injured in the railway accident near that place. His head was forced through the roof of the car.

—Messrs. McLachlan Bros.' mills at Arnprior, are being thoroughly overhauled and being refitted with every modern improvement, previous to starting the season's cut.

—Returning shantymen from the Upper Ottawa lumber regions say that the drive will be a brisk one, and that there will be plenty of water in the creeks to facilitate operations.

—The forests surrounding Burk's Falls are full of fine maple, birch and beech, but there is such a demand for pulp wood that special attention is being paid to cutting the latter.

—Mackey & Co., Ottawa, have taken out some unusually large specimens of timber in Fitzroy township this winter, which is something unusual for a locality so near the great lumbering centre.

—Mr. James Johnston, of Clarence, has taken out a very large cut of timber during the shantying season, and will soon start his drive of lumber from the Upper Ottawa and tributaries to the Quebec market.

—David and Reeve Milne, of Grey county, have purchased 200 acres of land in Garrick township, 100 of which is heavily timbered with pine, cedar, hemlock and hardwood. They intend building a saw mill this spring.

—Perley & Pattee's new logging engine has not yet got down to work in their limits at Big Lake and Mackey's station. When an attempt was made to start it the driving wheels broke, and a delay is now caused by waiting for new ones.

—T. H. DeCew, of Essex Centre, has purchased the timber on a block of land belonging to W. J. Johnston, in Colchester North, and situated near his mills. The land is covered with a heavy growth of timber that has never been touched and which is very valuable

—Shield's camp has finished drawing logs from the shanty to the mills at Sturgeon Bay. At the beginning of the winter they had doubts of getting the logs all drawn this season, but they have got along as well if not much better than if there had been deep snow.

—The lumber output of Graham, Horne & Co., Port Arthur, during the past year approached very closely upon 5,000,000 feet. The firm has a large force of men in the woods around Vermillion Bay getting out logs for next season's operations up there, and they expect to do a still better business this year.

—Mr. G. McWilliams has purchased the factory of Mr. Wm. Forsyth, Peterborough, and will conduct the planing mills and carry on the manufacture of pumps, fanning mills, wind engines, washing machines, etc. Mr. Forsyth's reason for retiring from the business is his intention to remove to Manitoba.

—Mr. John Wilson, of Mr. J. R. Booth's firm, has just returned from a tour of inspection through Mr. Booth's limits. Mr. Wilson states that the work so far accomplished in the bush is equal to anticipations. The weather previous to January was somewhat unfavorable for work, but since that time everything has been going along well.

—Messrs. Murphy, Gates & Co., of Hepworth, are calling for tenders for the erection of a saw mill on the Bay Shore at Owen Sound, which, when finished, will be one of the best in that section of the province. The capacity will be about 30,000 a day. The mills of the company at Hepworth have recently been remodeled, new engines and boilers added, and the capacity doubled.

—A young man, aged 20 years, left his home in Otterville last fall to work in a lumber camp near Sault Ste. Marie. A couple of weeks ago, while in the woods at night, he was shot in the back by an unknown enemy. The shooting was done at an hour when everyone in the camp was asleep. It is supposed he was shot by a Chippewa Indian. His body was taken to his former home for burial.

—Mr. J. D. Shier, of Bracebridge, has his stock of logs pretty well out. The whole stock in the northern district will, he thinks, be got out. Mr. Shier is strongly averse to any concessions to Yankee lumbermen which will enable them to strip our forests for the benefit of their own mills while preserving what forest they have left till Canadians shall be out of the market from lack of material.

—The Lake of the Woods lumber companies are getting out an enormous quantity of logs this winter, and the mills will have to be kept running night and day during the summer in order to cut them. Mr. Chalmer, manager of one of the companies, says this will be the busiest season on record at Rat Portage and Keewatin in the lumbering business. The mills will be fitted up with electric lights for night work. The reduction of timber dues is the cause of a larger amount of timber than usual being taken out.

—The estate of Totten, Henderson & Co., lumber, etc., Little Current, is being wound up. The firm offered 75c. on the dollar. The settlement did not go through, however, and the stock, valued at $6,333, has been sold to Bowlby & Campbell at 50c. on the dollar. The liabilities are $22,000. The creditors are now suing John Totten to make him a partner, and as the defendant is worth about $10,000 the creditors stand a show of getting something unless they lose the suit. In the event of failure to prove that John Totten was a partner, the creditors will receive about 10c. on the dollar.

—Mr. J. R. Booth, of Ottawa, has just received a consignment of Canadian white oak from Bradley, Morris & Reid, (limited) of Hamilton in which there were some pieces 18x26 inches, free from wane. Canadian lumbermen doubted that such pieces could be procured in Canada at the present day, but the firm in question supplied this on short notice to Mr. Booth. It is superior to Ohio and Michigan oak, and is to be used by Mr. Booth in the remodeling of his mill at the Chaudiere. The firm intend opening a branch office in Ottawa for the convenience of contractors who require pine or hardwood timber.

—Messrs. F. E. Dixon & Co., leather belt manufacturers, of Toronto, are doing a thriving business in their line. They have lately completed a large driving belt for the Toronto Electric Light Co., thirty-tix inches wide, double thickness, and 126 feet long. This is he third large belt of the same size which the firm have made for the same company, besides 100 feet of twenty-five inch double, and innumerable smaller belts, all of which are giving first-rate satisfaction. They have recently sent away a twenty-inch double belt, 67 feet long for the new electric light works at Picton, Ont., and two large driving belts for the electric light works at Winnipeg, Man. The belts made by this company seem to give general satisfaction.

—A tale of suffering, and a very narrow escape from death, is reported from the vicinity of the Pettewawa river recently. It appears that a man named Cleophas Potvin, a woodsman, started early one day to walk a distance of eighteen miles on snowshoes, carrying an axe with him, to another shanty. Potvin was subject to falling fits, and after travelling about half the distance along the " bush " road, was seized with one of these, falling helplessly prostrate on the snow. How long he laid there he does not know, but when he revived one of his hands and both feet were terribly frozen. The frame of a deserted shanty he perceived was close at hand and into this unfortunate man crawled as best he could. With the hand that had escaped the frost he gathered a few chips lying on the floor and lit them with a match. He laid beside the scanty fire and fell into a deep slumber, and that night and next day the man laid almost next door to death. On the morning of the second day he fortunately attracted the attention of a passing teamster by his shanty and he was rescued. Potvin lives in West Hull and has been brought down for proper treatment. He is a married man with a family and the severe frost bites he suffered may incapacitate him from working in the future.

QUEBEC.

—A wholesale timber firm of St. Peter street, Quebec, is reported to be in difficulties a demand of assignment having been made by English creditors.

—Baird Bros., Douglastown, have had quite a number of men in the woods this winter cutting timber to be sawed at their new steam shingle mill built last summer.

—R. N. Bishop, of Ottawa, and R. S. Dowd, of Quyon, have been operating in the pine woods around North Onslow during the winter. The timber taken out is clean and sound, but small average.

—Lumbering has been brisk this winter in the Lake Megantic district. The Nantais Mill Comany got out ten million feet. Hall's company will have about ten million feet, and the Berlin Mills company about five million of pulp wood.

—Geo. A. Fraser's shanty camp on the Magnassipi river, has broken up for the season. They were jobbing for Hurdman's concern, and took out a big cut. The drive will soon start in earnest, as men are already being booked for the work.

—Messrs. Tourville & Co., who are owners of several saw mills in the province, with main office in Montreal, report as follows : " Our sales were fairly good last year. We manufactured about forty million feet, and our exports amounted to over thirty million feet. On account of European freight rates being so high, much of the contracted lumber had to be held over this winter. Our sales this winter are good, and we have ocean steamers chartered for the early spring shipments. We are putting out this winter for our Pierreville mill two hundred thousand logs, about as much for our two Louisville mills, sixty thousand for our Nicolet mill, and fifty thousand for the Wickham mill. This is greatly in excess of the output last year, and consists of pine, spruce, hemlock, tamarack, fir, etc."

NOVA SCOTIA.

—In Nova Scotia the winter's cut has been very satisfactory. J. P. Mitchell & Co., cutting on the waters of Lake Alma and its tributaries, will put in about 7,000,000 feet ; E. Davidson & Sons will cut about 4,000,000 feet for their mills on the Nictaux ; J. B. Leslie, John G. Morrison and the Round Hill Wooden Ware Co., will each put in about 1,000,000 feet.

—Our wharves, says the Bridgewater *Enterprise*, have a very bare appearance at present, and the piles of lumber usually seen on them at this time of year are now only conspicuous by their absence. If the present arbitrary measures for the stopping of our lumbering industry here are continued by the Dominion Government those in want of lumber will be obliged to order it from Ottawa, where they have exemption.

NEW BRUNSWICK.

—Four Madawaska brothers lumber on an extensive scale but never use horses. They are called champion strong men of the province and draw the sled loads themselves.

—Logging is about over on the Madawaske, all the teams are out of the woods, the snow having driven them out early. The cut will be no greater than last year, and would have been far less, but for the favorable weather in the forepart of the winter.

—It is estimated that the lumber cut on the St. John, the Aroostook and their tributaries this year will be 150,000,000, which together with the lumber hung up last year will give 200,000,000. Of this latter quantity 125,000,000 is American cut, the remaining 75,000,000 provincial. This latter figure also includes the Quebec cut which comes down the St. John.

—In the northern part of the province the lumbermen are leaving the woods because the snow is seven feet deep and work is unprofitable. In the south and in Nova Scotia they are forced out of the woods because there is no snow. The lumber cut all around is less than was estimated, though in the north the season was excellent while it lasted. Fredericton is in fear of a freshet if the snow up the river melts rapidly, as it seems likely to do.

—On account of the prevalence of la grippe this winter in the camps on the Miramichi, the cut has not been as large as expected; some 70,000,000 feet will be cut instead of 80,000,000 feet, as was anticipated. Mr. T. Lynch in the South East will cut about 10,000,000; W. Richards, from 8,000,000 to 10,000,000; Mr. Walsh, 5,000,000; R. & A. Richie, 5,000,000 to 6,000,000; J. Robinson and H. Turnbull, each about 2,000,000. In the North West, Birchwell & Son will cut about 3,000,000. About 2,500,000 of last year's cut was hung up.

—The secretary of the Fredericton Boom Company has furnished a statement showing the quantity of pine, spruce, and cedar logs from the State of Maine delivered at that boom for a series of years, commencing with 1884-5. The average value of these logs is estimated at $10.50 per thousand feet, but estimating it to be $10 per thousand feet, the importation of logs from Maine in quantity and value has been as follows:

	Quantity.	*Value.*
1884-5	90,000,000 feet	$ 900,000
1885-6	99,000,000 "	990,000
1886-7	101,500,000 "	1,015,000
1887-8	99,000 000 "	990,000
1888-9	78,000,000 "	780,000
	467,500,000 "	$4,678,000

The estimated amount for 1889-90 is 125,000,000 feet, valued at $1,250,000.

—Mr. Henry Hilyard, of the firm of Hilyard Bros., St. John, recently returned from the headwaters of the St. John river. He says that all the choppers have abandoned the operations and gone home because of the great depth of snow in the woods. He reports the snow seven feet deep on the level. This has lessened the time of chopping by about a month, and will very materially reduce the season's cut. Mr. Hilyard thinks the reduction will be about one-sixth of the total cut. The cut was estimated at 140,000,000, but he does not think that it will exceed 120,000,000 or 125,000,000. No scarcity of logs is anticipated during the coming summer, because 40,000,000 or more of last year's logs are in the streams, and the great depth of snow justifies the belief that there will be a sufficiently heavy freshet to bring everything to the booms.

BRITISH COLUMBIA.

—The saw mills at New Westminster are overrun with orders at present.

—The by-law to give $25,000 to aid a proposed saw mill at Esquimalt, near Victoria, B. C., has been defeated.

—The erection of the North Pacific Lumber Company's new mill beyond Port Moody is progressing favorably.

—The Brunette Sawmills Company are building two fine tugs at their shipyard at the delta of the Brunette river, Sapperton.

—British Columbia has sprung up from 128,000 tons of shipping engaged in the coasting trade in 1876, to 2,196,000 tons in 1890.

—Johnston, Walker & Flett, of the Queen City Planing Mills, Victoria, B. C., have ordered an engine, 100 horse power, also a new set of saw mill machinery.

—A scow load of lumber, in tow from Port Discovery mill to Anacertes, was lost near Deception Pass in a gale. The scow contained about 60,000 feet, worth $1000.

—Messrs. McIntyre & Howout, two Michigan lumbermen, have purchased the Cowichan sawmill from Mr. Sutton, and will increase its capacity to 150,000 feet per day.

—Muirhead & Mann, sash and door factory, Victoria, employ sixty-six men; monthly pay roll of $2,800. Last year the amount of work done amounted to $150,000.

—Work on DeBeck Bros.' new saw mill at Sapperton is progressing rapidly. They expect to have it completed by July, and will then be able to cut 150,000 feet of lumber per day.

—Losee & Morrison have completed arrangements for the purchase of the machinery of a mill having a capacity of 40,000 feet daily which they will erect at Shawnigan Lake, Vancouver Island.

—Losee & Morrison are erecting a saw mill at Shawnigan Lake with a capacity to cut 40,000 feet of lumber a day. They will also manufacture all kinds of dressed lumber, and will establish yards in Victoria.

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—Thos. Gamble & Co., of Fort Simpson, have ordered from Strickland & Co., the machinery firm, a complete new saw mill. They are also putting in a new Archimedean turbine water wheel to run their present wheel.

—The Hastings saw mill, Vancouver, has closed down to be remodeled. Nearly all the present machinery will be taken out and replaced by new machinery. The capacity will be increased to about 150,000 feet per day.

—The North Pacific Lumber Company have forwarded an order to M. Beatty & Sons, of Welland, for one of their latest improved pile drivers, to be used in the construction of of the new mill at Burrard Inlet. It will be 35-horse power, and is expected to arrive in two or three weeks.

—Knight & Co., of the Popcum Mills, Chilliwack, are putting in a new Wheelock automatic cut-off engine, 75-horse power, and intend going extensively into the manufacture of "Excelsior," a preparation of wood for upholstering purposes. The engine will be worked as an auxiliary to their present water power.

—F. G. Strickland & Co, of New Westminster, have received an order from Messrs. Johnston, Walker & Flett, of the Queen City Planing Mill, at Rock Bay, Victoria, for an engine, 100-horse power, also for a new set of saw mill machinery. The engine will be from the works of Wm. Hamilton, Peterborough.

—W. P. Sayward, Rock Bay saw mill, Victoria, employs at logging camps and mill sixty men, with a monthly pay roll of $3,000. The output for last year amounted to about 3,500,000 feet. Mr. Sayward has decided to increase the capacity of his mill to 100,000 feet of lumber per day, and is now putting in the requisite machinery.

—G. O. Buchanan runs the only sawmill on the inland sea known as Kootenay Lake; several other parties talk of putting in mills in the spring however. Mr. Buchanan is putting in a new carriage, a top saw and a gang edger, and he has a large stock of logs on the beach. The climate is very fine, with abundance of snow for logging and a temperature at the same time so mild that the mill can be run all winter.

—The McLaren-Ross Company, of New Westminster, have let the contract to the Wm. Hamilton Manufacturing Company of Peterborough, Ont., for the largest band saw ever manufactured in Canada. The machine stands over all about 82 feet high, and will weigh about 20 tons. The band wheels on which the saw will run are each ten feet in diameter, with a face of fourteen inches. When this mill is in running order the company will be able to saw a plank in the clear between saw blades 110 feet long, 12 inches thick, and 72 inches wide, or, by turning the log down they will be able to make a stick of timber 72 inches square by 110 feet long. This means that this mill will be able to cope with as large a log as can be got to the mill. This mill was designed by Mr. I. N. Kendall, the superintendent for the McLaren-Ross Mills, and the plans and specifications were made by Mr. F. W. McCrady.

—G. F. Slater, of the Vancouver Shingle Mills, Vancouver, has recently given his mill a thorough overhauling. The mill can now turn out 75,000 dimension per day, of any width from four to twelve inches. A circular recently issued by the proprietor says: "It is now a well demonstrated fact that there is no timber on this continent as good as British Columbia cedar for the manufacture of shingles. There are well-authenticated cases of these shingles lasting thirty years in the wet climate of this coast, forming a perfect protection to the roof at the end of that time. It is believed they will easily last a generation in an ordinarily dry climate. Perhaps their strongest point is that they are perfectly adapted to extreme heat and cold. They always lie flat on the roof, and will not curl or twist as other shingles. This being one of the essential points in a shingle, it should at once commend them to all who want a perfect shingle."

AMERICAN.

—T. W. Wheeler & Company's shipyard and dry-dock at Bay City, Mich., has been sold for $3,500,000 to an English syndicate. The present company receives $1,750,000 for a half interest, and takes $1,750,000 in stock. The Wheeler party puts in $100,000 for betterment, and extension of plant.

—Tannic acid is being made by several chemical concerns in the South direct from the wood by distillation. The wood is shipped to the chemical works in eight foot lengths, or in the shape of what is commonly known as cordwood. There are also machines for grinding the bark, and thus every portion of the tree is utilized.

—A firm of Kansas city, Omaha and Chicago, has purchased 100,000 acres of pine and cypress lands on the Sabine river. The land lies in Texas and Louisiana, and is on both sides of the river. It is nearly 100 miles in length by 5 to 10 in breadth. On the lower end of the site is the town of Logansport, La., where the firm will operate a large saw mill. A town site will be laid, and it is expected a city of several thousand inhabitants will spring up in a short time.

MISCELLANEOUS NOTES.

John Bruce, of Stephenson, Ont., had his leg badly crushed by a saw log.

Robert Frost, of South Orillia, Ont., had his hand badly lacerated while working at a circular saw in his mill.

—Deseronto is the only town in Canada lighted by gas made from sawdust.

—The Lumber Cutting Company, of Trenton, have started heir mill.

—L. M. Palmer's stave mill, at Dawn, was burned March 21st. Loss, $13,000; insured.

—A young man named J. McFarlane, residing in Lohaber, Que., while working in a shanty near Sturgeon Falls, had his leg broken, and lost one of his horses by an accident.

—Mr. D. Miller's shingle mill at Washago, and a small quantity of shingles, were burned March 25th. The origin of the fire is unknown. Loss about $1,200; insured for $300.

—The shipbuilding industry in Nova Scotia is very active. The aggregate number and tonnage of the vessels in process of building amounts to thirty-two vessels and nearly 25,000 tons.

—Mr. Thos. Appleyard, owner of a saw mill at Keldon, Ont., while removing a slab from a log in his mill, by some means was thrown against the saw in such a way that both his legs were cut off. He survived his injuries a couple of hours.

Samuel Stevenson, a married man, living near Templeton, Ont., whilst cutting trees on the Ottawa river near the Hillman's Mills property, was crushed by a falling tree. He had three of his ribs broken.

—Messrs. A. Robb & Sons, Amherst, are turning out a large amount of work. Their Monarch Economic Boiler is largely in demand, as is also their Hercules and Robb rotary. Messrs. Robb find that even with the facilities they now have they have difficulty in supplying the Monarch Economic fast enough. They are now working on Monarch Economics for Ottawa, Summerside, etc., besides all their machine and other work.

—It is an established fact that the Brompton Mills Company has in the district of Saint Francis been cutting lumber for the second time and with as good or better results on territory from which it had taken all the available timber from twenty to thirty years ago. The thinning out of the large timber has given the small an opportunity to increase in size, and the manager of this company is confident of a liberal supply of the best lumber from this source for many years to come.

—Two wood-choppers named Hugh and Sandy Jamieson, working in the woods in Michigan, recently received word they are heirs to more than $100,000 worth of property in Manitoba. Their fortune results from the death of an uncle, at one time a resident of Amhertsburg, Ont. When living at Amhertsburg Jamieson was a Presbyterian minister. He became interested in an English syndicate through his brother, who lives in London, and went to the North-west to secure lands along the C. P. R. The syndicate purchased immense tracts before the boom commenced, and the ex-preacher secured many thousand acres of choicest soil. He was successful, and in a few years amassed considerable money. These two nephews, both hard-working Scotchmen, were favourites of his. They look so nearly alike that it is difficult to tell them apart. The news came to them by a letter, which stated their share of the fortune was worth over $50,000 each. They will quit hewing ties at $4 per 100.

SAWS ADAPTED TO THIN WORK.

By J. H. Miner.

It is the opinion of many, that a saw of a given number of teeth is suitable for all kinds of timber. This is no more the case than it would be to assume that different kinds of timber were alike. A saw that is adapted to soft wood will not run in hard wood successfully and a saw that runs well in hard wood is not adapted to soft wood. The opinion of many is that saws for hard and soft wood are to be hammered differently ; this is not the case. All saws should be hammered in one way only (with the exception of spud,) and that is the right way. The difference does not come in this or that style of tooth, or in a certain style of filing, but the difference depends on the number of teeth in the saw, an item of importance although thought but little of by many.

It is a common idea that the more teeth the more lumber is obtained, that is the more teeth the better, and when they fail the saw maker gets the blame. The saw is considered a bad one because it will not run. The sawyer got his idea of teeth from another man who was running twice as many teeth as he, and cutting as much again of lumber, so without any consideration of various circumstances he concludes that he can double his capacity by using more teeth This shows how much some millmen know about sawmilling. The extra teeth cut nothing but their pocket strings.

But there are some men who do not run a sufficient number of teeth. They could cut more lumber if they had more teeth. There is a limit in all things, and it seems to me that saw-makers ought to adopt a standard of teeth to the amount of feed in all kinds of hard wood and soft wood.

Instead, they allow a man to select his number of teeth. If he hits it all right, if not the saw maker suffers the blame. Why? Because the saw won't run. The sawyer can't tell what is wrong with the saw. The fact is, there is nothing wrong, the saw fs in good condition, but is finally sent back to the saw maker condemned, and yet the saw maker did not see it. I know of just such a case, and the mill man thought he had such a worthless saw that he never again ordered from that firm. This man was running a saw of 36 teeth, on 2½" feed, in white oak, beech, elm, hickory and ash, which constitutes the body of hardwood. His saw was running fairly well. He had a 20-horse power engine, and it was really about the saw he wanted, so far as teeth were concerned. But his neighbor had a 50-horse running on 4" feed with 54 teeth successfully. So the first man was led to believe his capacity could be increased, and he ordered a saw like his neighbor's with 54 teeth. The result was it would not cut a straight line unless in the best of oak. As all hard wood sawyers know, there is a vast difference in the toughness of oak in sawing it.

The trouble with this saw was that the teeth cut the dust so fine that the throats would not hold it, the result was it passed between the rim of the saw and log and heated the rim. If he had had the power he could have increased his feed to a chip and the saw would have run all right.

There is a limit to the amount of feed that can be maintained in hardwood as in any other, and this limit is determined by the skill of the sawyer and condition of the saw and mill. But practically seventy teeth are all that any saw wants in hardwood, where timber is rafted and some of it is allowed to sun dry for twelve or eighteen months before it is floated to the mill. Some use eighty teeth in hardwood, but this is not often the case, and when eighty are employed the timber is green.

My experience has been that there is no difference between the number of teeth to the inch of feed in hardwood and in soft. I believe that there can't be as much feed maintained in hardwood as in soft. So in like manner the teeth should diminish in number. A saw will stand twice the feed in soft wood and so half the number of teeth is proper.

I have always used in all kinds of timber twelve teeth to every inch of feed. If I am cutting mixed logs, hard and soft, and can arrange it so, I saw them separately, having two saws so as to make the increased time in the soft wood by the increased feed.

Any saw that will run in hardwood will run in soft. But this is not the consideration, as the same mill would cut twice the amount by having the saw that is adapted to the work.

The great trouble is in getting too many teeth in hard wood, which is an increase of power, which of course reduces the feed and causes the trouble I have referred to. In soft wood, that is what I term as such as yellow pine, cypress, poplar, gum and cottonwood, the dust from sawing is of a spongy compact nature, and the fine dust made has not that firm rolling nature that hardwood dust has. For hardwood a tooth should be a trifle shorter and a little stiffer than in soft wood.

HAMMERING VS. FILING SAWS.

[By E. C. Grandy.]

There are things known to a saw expert who has to handle a variety of saws, repair a variety of mills, saw arbors, etc., that are not so easily known by a sawmaker or a sawyer strictly so called.

Here is a case to illustrate. I sold a 50-inch saw to a party who informed me that his saw would not go well at all ; that it was crowning on the log side. I went at once to his mill and found his story correct ; but the cause of this was not the fault of the saw. The fast collar had been cracked, and a band of wrought iron shrunk on it ; in doing this the cracked collar had offset the track. When the nut was screwed up it bulged the saw. I told him this. He give me a "clincher" then. "My old saw does not crown any ; why should this?" I put the old saw on the arbor, but it *was* an old saw—very old—so old, that it was 5-guage thick, whereas the new one was 7 and 8-guage. The thickness of the old saw resisted the pressure, but wabbled it some ; but being small it would go fairly straight but not well. I took out the check pins and attempted to true up the collar with a hand tool. Then I found another trouble. There was not one particle of babbitt lining in the cap of the box ; the arbor would jumb up to the cap as soon as the tool touched it. By relining the box with babbit metal I was enabled to true the collar. My new saw then hung straight and went as well as the power would make it. Neither the proprietor or sawyer thought that there was anything particularly wrong, but thought it was wrong for me to charge forty cents per hour and expenses. Who was to blame here—the saw-maker or the sawyer?

You ought to know that a new saw, perfectly true (practically speaking) should remain so on the arbor, and that it is the fault of the arbor, not the saw But this is an extreme case, a clear case. I will give you several. All but one was the fault of the mill and not of the saw. Another case was much more obscure and not so plain as to the fault.

In this case the mill was high speed and about 60 H. P. water wheel. The saw ran about 900 revolutions per minute, this required the saw to be open considerable. The saw in question had been sent three times to the saw company, who claimed they had done all they could to the saw, then sent a man to the mill, and finally compromised the matter by discounttng their bill, nearly the whole of it. The saw was sent to me. I opened it some, but before returning it I tried it on a fast mill near my place of business. It did good work but would not go well then on the home arbor, some better, they said, but was crowning on the log side. I have made it a rule that it was better to have every saw go well and trust to the honor of the mill men, who are as a rule as honest as anyone. So I went to the mill at once—some sixty miles away. I found the speed nearly 1,000 revolutions out the cut ; but in it lagged to 400 or 500. This was bad ; but the saw did not hang right. It was crowning on the log side at rest, but under speed it was up true and ran steady and pretty. "That is the way she always goes," they said, "but in the cut as soon as we crowd it a mite, it will dodge. What is the trouble?"

I did not attempt to look wise or silly, but said, "I do not know ;" but went straight to work to carry out my warrant to either make it go well, or go home minus my bill and time and expenses. I trued the collars with a short, accurate straight-edge. "Oh, that is all right; the small saw stands true." "That may be, for it is smaller, consequently it is hammered more rigid, and when at rest the collars do not control it." I said, "Oh!" The proprietor was looking for honest information, for he was a merchant and was not posted. Neither was the sawyer very well posted. The collars were originally turned concave, both alike, saucer shape, but the solid collar, being the softer of the two, had dulled or worn back at the edge more than the loose collar.; so it was convex for the space of a ½-inch from the outer edge. This of course bulged the saw, and when the speed went down the collars controlled the saw as to the straightness of it. This caused it to crowd the log, heat, and then everything was wrong.

I trued the collar with a hand tool, and lined the saw so as to touch the carriage head block in twenty feet. When started up it ran well ; they crowded on all the feed, 3½ inch, in as large spruce and hemlock as the saw would cut (a 52-inch saw) ; crowded it until the speed would lag to 200 revolutions, but the saw stood to its post like the Roman sentinel for five hours. Then, when stopped, the proprietor put his hands on the saw, "Why, it is cold as a stone ! What does this all mean?" he said to me. "It means that you have been bamboozled because you are not posted." He paid all my bills and expenses, and looked thoughtfully wise.

Saw Quartered Oak.

[Southern Lumberman.]

The owners of portable saw mills working at a distance from transportation, so that they can market only the upper grades of lumber, should try their hand at sawing quartered oak. The demand is always active, and the prices paid for quartered oak are fully 30 per cent. more than for plain sawed oak. Most of the owners of portable saw mills with whom we have talked are afraid to undertake to saw quartered oak. They claim that they have never cut this class of lumber and are afraid they can not do it. Quarter-sawed oak is almost as easily sawed as plain oak, and requires but little more skill. There are various designs and drawings showing just how a log should be sawed to produce the greatest amount of quartered lumber, which are safe guides to beginners. Any practical sawyer can cut quartered oak to advantage, in fact, in sawing oak in the ordinary way, the product will be at least 25 per cent. quarter sawed. All the portable mills in this section saw oak more or less, and to increase the price of their product is certainly worth an effort. Any sawyer who wants to cut quartered oak and is afraid to undertake it, should visit some mill making a specialty of this work, catch the idea, and then go home and make as good quartered-sawed lumber as anybody.

COPPERINE.

[Bobcaygeon Independent.]

It is simply astonishing the effect that Spooner's Copperine has. Mr. Gidley, of the Little Bob Mills, opened a box of this anti-friction metal on Tuesday, and the thermometer has been fooling around zero ever since. With stove wood at $3 a cord, if Mr. Spooner should happen into this village just now, he would get hustled out so quick that he would require to be boxed in his own metal for a time to get cooled off. Mr. Gidley says, though, that this metal is wonderful stuff for journal bearings, no matter what the weight or speed may be there is no disturbing the equanimity. Belts may break, fly wheels burst, and lubricators burn out, but this metal remains as cool as a clam, or a professional widow on her fifth wedding. The sales of copperine are said to be increasing rapidly. There are still a number of old McGintys around some of the machine shops and factories who think they can make Babbit, but what kind of fly plaster is it? Why, if you look at it with a warm glance it blushes like a girl in her teens. It may be a few cents cheaper, but it costs as many dollars the very first time it heats.. Mr. Spooner's Copperine appears to be the material. We have this week sent out a stack of subscription accounts and if they don't come back next week, Mr. Spooner will receive an order, if he will chalk it up of course, for several boxes of his finest Copperine, for this journal will be at a white heat.

WHICH PART OF THE TREE IS STRONGEST?

"It is by no means rare," says the proprietor of a large physical laboratory for builders and for prospective owners of buildings, "to have joists, plates, sills and other important pieces tested, in order that the size and kind for prospective uses may be determined." Why not? Is it not of much greater importance that the strength of materials entering into the construction of factory, store or dwelling be as accurately determined and well known as those out of which cars, bridges and cross ties are built? Proprietors of extensive car works, railroad and construction companies have the strength of materials known before a blow is struck, by which means enough and no more is used to sustain the strains to which the materials are to be subjected; but an architect and builder who makes a specialty of such knowledge is extremely difficult to find in this, and we presume, any other city, on the American continent.

This leads to the question, strength considered, of the relative merits of certain portions of a tree. It might be supposed, inasmuch as every layer from the central pith to the bark is in a different stage of prefection, the innermost, or earliest formed, being the most matured, would naturally be the strongest; but practical tests, made on the most modern and accurate testing machines. demonstrate that this is only true up to a certain period of growth. The greatest strength and toughness lies near the most recently formed heartwood, or that part the nearest to the sapwood. For this reason alone, to say nothing of many other peculiarities that will be enumerated at another time, it becomes a matter of the greatest importance in the selection of timber or lumber for special purposes requiring great strength and toughness, to have as little sapwood as possible, and as little pitch.

With practical tests already made this leads to the conclusion, timber or lumber for these special purposes, where the above properties are required, should be cut as near the sapwood as the timber will allow, for it should be remembered that the tree does not cease growing when it comes to maturity. As long as the tree is alive it continues to increase in bulk by the addition of the annual layer, but when maturity is once passed, each succeeding year produces a certain degree of deterioration. This decay appears in various stages, and generally exhibits in the first instance, either a white or yellowish color at the butt or root end of the stem. If white, the decay is very slight, and does not appear more than a few feet up at most, but if a yellowish red in color, it is not unfrequently of a most serious character. Again, if the affected parts have assumed a decidedly red tinge, the tree is said to be foxy, and scarcely fit for any purpose, as the decay will be found to permeate a greater portion of the entire tree.

A more advanced stage of deterioration is that which may be described as a drying up or wasting away of the wood layers surrounding the pith. This forms a hollow first at the butt, and then spreads upwards, gradually increasing in size as the tree gets older, while this defect may eventually reach into the very branches.

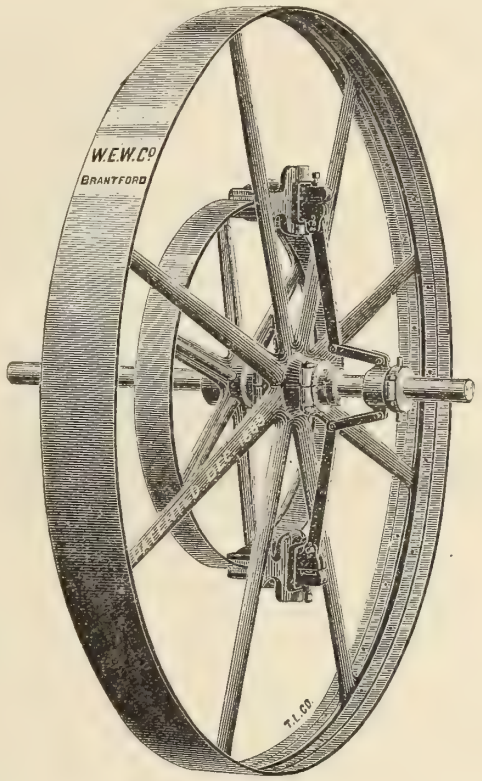
Trees are most valuable as yielding the largest amount of good timber just prior to their reaching maturity, which is indicated by the topmost branches and branchlets becoming stunted and presenting a scraggy appearance. If, therefore, we wish to select a prime healthy tree for felling, we must select one having an abundance of young shoots, and the topmost branches of which look vigorous, strong, pointed and healthy, this being the most certain evidence that the tree has not exhausted all the vegetable food within reach of its roots; in other words that the tree has not passed its maturity.

Whenever there is the unmistakeable evidences of permanent decay in a tree, the most economical thing to do is to cut it down, convert such parts as will answer the purpose into lumber, and use the balance for such purposes as do not require strength, durability, or staying properties. The size of any tree, cannot be taken as a criterion of the tree's maturity by any means, there being unlimited growth if the roots can find food to sustain and extend the formation fabric.

—Mr. A. W. Belding told the Penetang *Herald* that the Katrine mill will cut 10,000,000 feet this season.

STEEL RIM FRICTION GRIP PULLEY

The Waterous Engine Works Company, of Brantford, Ont., have just patented a Steel Rim Friction Grip Pulley, especially light and strong, which is claimed to be the most strong and effective made, and can be readily applied to old pulleys whose hub is large enough to bush. The cut represents 78x7 pulley built for elevator work, several having been finished for the Martin Elevator Company, of Manitoba. The friction rim is made fast to shaft and always revolves with it, and is simply a strong, narrow-face pulley. When idle the driving pullev and all the grip mechanism stands. To bring it into work the sliding sleeve is



forced with lever towards pulley and readily passes beyond the diametral centre of grip arms, thus closing the friction grips on friction rim and locking them there, and at the same time relieving sleeve of all strain. The friction grips are of hard maple, set end grain to the work in iron cases, and are readily replaced when worn. The end of grip arm is of cast steel and engages a small block of cast steel let into the under side of top grip arm, which is adjustable, being from the inner end, and can be adjusted with the set screw on top to put any strain desired on friction to take up wear. To apply this friction clutch to old pulleys it is required to know size and shape of arms; number, diameter and face of pulley; size of shaft, diameter and length of hub, and what pulley drives. Parties interested in the above can obtain all necessary information by addressing the Waterous Engine Works Co., Ltd., Brantford, Canada.

MAKING CLOTHESPINS.

"It takes ten men to make a pin, if not more," is a quotation from an ancient reader, descriptive of pin making. It takes exactly that number to make a clothespin, which are retailed at from three to five cents per dozen. It is only with the rapidity with which they are made that a profit is secured; and something of the speed may be judged when it is stated that a maple tree can be worked into clothespins in one hour at the new factory in Carthage, N. Y.

The logs come into the saw mill and are quartered, then sawed into blocks 27 inches long by a swinging saw; another saw cuts the blocks into boards ¾-inches thick; then a gang of smaller circular saws cut the boards into ¾-inch squares. The entire group of sticks as they come from the saws are taken and laid smoothly lengthwise on a large revolving drum which is divided into spaces about 20 inches each, by carrying slats. This drum feeds the sticks to another gang saw which cuts them into pin lengths (each one making five) whence they drop into an elevator and are carried into a hopper which delivers them on to a table in front of the turning machines. These machines have a head something like an iron nail cutter, with a motion very similar, and an iron tongue which darts out and catches the stick as a toad catches a fly. They stand in line with a wooden trough back of them through which runs an endless belt. These machines quickly do the turning and drop the pin on the endless belt, which in turn conveys them to another elevator which lands them on the slotting table. The slotting machines, two in number, have something the appearance of two old-style coffee mills set back to back. The pins being dropped into these machines are carried against a saw which makes the slot, and at the same time a knife, located on the saw arbor, cuts out the pin sufficiently to receive the line. It then drops into another elevator and is carried into a large drying vat, which is supplied by hot air blown through a large pipe from the boiler room.

After being dried the pins are again elevated to the tumbling-box, from which they come slick and smooth, and are then ready for boxing and shipping. The saws and turning machines are all handily grouped, and as they run rapidly it requires quick-motioned folks to attend them. The machines for manufacturing clothespins are capable of turning out 250 pins per minute.

Ottawa Valley Output.

The output of square timber of the Ottawa Valley lumber firms for 1889-90 is estimated at eight million two hundred and eighty-five thousand cubic feet, being in excess of the cut of any previous season, due to a great extent to the brisk demand and high prices of last year. This calculated at the average current rate of 26 cents per cubic foot, represents a value of $2,154,100. Counting 50 cubic feet to a tree this amount represents in trees cut down, 165,700.

The cut per individual firm is as follows:

R. H. Klock & Co.	1,150,000
A. Fraser	600,000
Hurdman & Co.	550,000
Hale & Booth	500,000
Hawkesbury Lumber Co.	450,000
D. Moore (estate)	400,000
Gillies Bros	400,000
Thistle, Carswell	400,000
Caldwell	300,000
A. Lumsden	250,000
B. Booth	250,000
McCuaig & Moorehead	250,000
Carswell & Francis	250,000
Barnett & Mackie	250,000
A. Barnet	215,000
McLachlin Bros.	200,000
Rochester, Doherty & Co.	200,000
W. Mackay	175,000
J. & G. Bryson	150,000
J. Mackay	150,000
Emery Lumber Co.	150,000
E. S. Kead	130,000
Rayside & MacMaster	125,000
R. Gorman	120,000
Perley & Pattee	120,000
Booth & Murtagh	100,000
O. Sills	100,000
J. R. Booth	80,000
O'Brien & Barry	80,000
J. K. Ward	80,000
Jas. Agert	60,000
Jas. Bellisle	50,000
Total Cubic Feet	8,285,000

Building in the South.

[Southern Lumberman.]

The building fever has struck this country with the tenacity of la grippe, and seems to be contagious. Old cities that have been dead or dreaming for the last two decades have the fever and are building at a marvelous rate. Old houses that have stood duty for generations as honored landmarks, and which it seemed sacrilege to remove, are levelled to the ground, and costly structures taking their place. Entire blocks of business houses are built, new streets opened, and the suburbs, by the introduction of the electric, cable, and dummy cars, are dotted with handsome residences. Capital that has long been tied up in stocks and bonds finds a safe investment in houses. New towns are springing up daily, and are born with coats off. Building operations are not confined to any section, but are general throughout the entire land. The architects are crowded, and reports from every city are to the effect that "building will be more extensive this than last year," and the buildings are more substantial and costly. The agricultural districts are in better financial condition, and will build more extensively than ever before. More hardwood finish will be used, and quartered oak, ash, gum, sycamore, and yellow pine will be largely wanted. The South will lead in building, and will build more houses than in any past two years. The Building and Loan Associations enable the working man to build houses to an extent never before known. The demand for lumber will be great, and the dealer who does not make money this year will have no one to blame. The country is prosperous, and it is hardly possible for any calamity to retard building operations this year.

HOME AND FOREIGN TRADE REVIEW.

Office of CANADA LUMBERMAN,
March 31st, 1890.

Trade in Toronto may be described dull. No orders for bills of any size have made their appearance, and business is confined to sorting up orders from the yards and purchases for immediate requirements by the factortes and builders. The same may be said of the trade in Western Ontario. Yet while trade is comparatively dull, it is impossible to forward with any degree of rapidity at all, the few orders that call for shipment. There is not a wholesale firm or a manufacturer that has not on his books orders a month old unfilled. The car shortage of last fall was serious enough while it lasted, because every one was busy and anxious to clean up orders before the close of navigation. But the present difficulty is intensified by the fact that business is dull, and still the stuff cannot be moved.

The ice business seems to be the primary cause of the trouble. The Grand Trunk Company are handling ice from Barrie, Orillia, Gravenhurst, Midland, Jackson's Point and other places, and are letting the lumber, grain and stone shippers stand still and wait for a more convenient season. This ice business is going to continue all summer so that no relief may be expected from the stoppage of shipments. The root of the difficulty lies in the penurious policy of the Grand Trunk Company. They have not engine power sufficient to move more than half of the daily shipments, and consequently at every siding in Toronto and out of it may be seen empty and loaded cars detained for days and sometimes weeks, while the ice trains go through in quick time. Some radical measure must be adopted to obtain a remedy for this evil. If lumber, grain and stone shippers could be united for action something could be done at once, but the grain men are frightened at the first move on the part of the railway company, and it is left to the lumbermen to bear the brunt of the fight for decent treatment. The lumbermen are considering the matter now and will take it up in dead earnest without delay.

The indications are that the buildings to be erected in Toronto this year will be chiefly of the more expensive class, iron, stone and brick structures. House building has received a check, partly through the advance in rates of interest, especially on progress loans, and partly because suburban building has been overdone, and rents are declining below a remunerative figure.

In the west, where the trade is very largely dependent upon the farming community, there has been so little business done through the winter that stocks are comparatively unbroken, and the yards will be able to supply the early spring demand without difficulty.

Prices remain unchanged, and there seems to be no immediate prospect of an advance.

In the Ottawa valley the mills are busily engaged in getting ready for the season's operations, and the outlook in the timber trade may be considered fair. The prospects are considered to be far better than they were in the early part of the winter.

FOREIGN.

Since our last report the timber trade at London has been anything but brisk, the deliveries from the docks being almost confined to the requirements of London and the suburbs. As regards Canadian and New Brunswick freights, chartering continues very slack. Some spruce vessels from Miramichi have been fixed on the basis of 57s. 6d. and Richibucto at 62s. 6d. for usual range of ports on the other side.

The hardwood market continues quiet with the exception of American walnut, in which there is a brisk movement just now. High prices, says a London paper, can be obtained for prime wood for which there is a brisk demand. In cedar there is a steady movement, and prices though firmer are still weak.

Trade at Liverpool has been decidedly dull for some time past, in consequence of which competition has been very keen. *Timber* says the stock of satin walnut logs is exhausted, and some fresh, well figured parcels would yield excellent results, as it is still being largely used by wholesale cabinet and chair makers for the cheaper description of bedroom furniture. Some thousands of hands have quit work at the great steamship lines, and considerable exitement has existed at the north end docks, but so far no interference with the timber porters or the lumpers, at the few ships discharged has been manifested.

Messrs. Farnworth & Jardine in their recent wood circular report : Business, as is usual at this season of the year, has been quiet ; the deliveries have been fair, but prices generally are lower, and the stock of most articles still too heavy.

CANADIAN WOOD, QUEBEC.—Yellow Pine Timber, both square and waney, have moved off slowly. Waney pine maintains its value, but square pine, of which the stock is excessive, is dull of sale, and prices easier. Red Pine : There has been little inquiry ; the stock is ample. Oak, in the log has not been imported ; there has been a fair consumption, but the present stock, which consists chiefly of United States wood, is still large ; values are unchanged. Oak Planks have been imported in excess of last year, but the demand continues good, and stocks are now more moderate ; prices are steady. Elm : There has been fair inquiry, but the stock is still much too heavy. Ash is dull of sale ; the stock is ample. Pine Deals : There has been more inquiry, and the deliveries have been satisfactory ; the stock, however, is much in excess of the same month last year.

NEW BRUNSWICK AND NOVA SCOTIA SPRUCE DEALS.—The import has been less than last year, viz : 455 standards, against 1,097 standards ; the deliveries have been fairly satisfactory, but it is difficult to maintain present prices ; the stock is much in excess of last year, viz : 15,889 standards, against 6,025 standards, and it is very desirable that shipments for the early part of the season should be reduced to a very moderate scale. Pine Deals have not been enquired for.

The arrivals at Glasgow have been unimportant. Rates of freight on parcels per steam liners from the States are still so high as to restrict imports, but easier rates are anticipated, when larger shipments may be expected. The latest scheme in the timber trade is a proposal, emanating from London, to amalgate the timber concerns of the east coast of Scotland, with a view of abolishing competition.

When writing THE LUMBERMAN hereafter be sure and address Toronto, and not Peterboro' as formerly.

TORONTO HARDWOOD LUMBER CO.

Wholesale Dealers in and Shippers of all kinds of

* HARDWOOD LUMBER *

83 Front Street West, Cor. Lorne Street,

* TORONTO, ONT. *

Telephone 2130.

Correspondence solicited from parties having Hardwood Lumber for sale, giving description of Stock and Prices F. O. B. Cars at Mill.

TRADE REVIEW.

Toronto, Ont.

TORONTO, March 31st, 1890.

CAR OR CARGO LOTS.

1¼ and thicker clear picks, American inspection	$20 00@30 00
1¼ and thicker, three uppers, American inspection	37 00
1¼ and thicker, pickings, American inspection	25 00
1X10 & 12 dressing and better	18 00 20 00
1X10 & 12 mill run	13 00 14 00
1X10 & 12 dressing	14 00 15 00
1X10 & 12 common	12 00 13 00
1X10 & 12 spruce culls	10 00 11 00
1X10 & 12 mill culls	9 00
1 inch clear and picks	24 00 25 00
inch dressing and better	18 00 20 00
1 inch siding mill run	13 00 14 00
1 inch siding common	11 00 12 00
1 inch siding ship culls	10 00 11 00
1 nch siding mill culls	8 00 9 00
Cull scantling	8 00 9 00
1¼ and thicker cutting up plank	22 00 25 00
1 inch strips 4 in to 8 in mill run	14 00 15 00
1 inch strips, common	11 00 12 00
1¼ inch flooring	14 00 15 00
1½ inch flooring	14 00 15 00
XXX shingles, 16 in	2 20 2 30
XX shingles, 16 in	1 20 1 30
Lath, No. 1	1 70 1 90
" No. 2	1 70

YARD QUOTATIONS.

Mill cull boards & scantling	$10 00	Dressing stocks	16 00@20 00
Shipping cull boards, promiscuous widths	13 00	Picks Am. inspection	40 00
stocks	14 00	Three uppers, Am. inspect	50 00
		F. M.	
Scantling & joist, up to 16 ft	14 00	1½in. flooring, dres'd	28 00 30 00
" " 18 ft	15 00	1½ " " rough	18 00 22 00
" " 20 ft	16 00	1¼ " " dres'd F.M.	25 00 28 00
" " 22 ft	17 00	" " undrs'd B.M.	18 00 19 00
" " 24 ft	19 00	" " dres'd	18 00 20 00
" " 26 ft	20 00	" " undres'd	12 00 15 00
" " 28 ft	22 00	Beaded sheeting, dressed	22 00 35 00
" " 30 ft	24 00	Clapboarding, dres'd	12 00
" " 32 ft	26 00	XXX sawn shingles per M	2 65 2 75
" " 34 ft	28 50	Sawn Lath	2 00 2 20
" 36 ft	30 00	Red oak	30 00 40 00
" " 38 ft	32 00	White "	35 00 45 00
" 40 to 44 ft	35 00	Basswood, No. 1 & 2	18 00 20 00
Cutting up planks 1¼ and thicker dry	25 00 26 00	Cherry, No. 1 & 2	50 00 60 00
" board	18 00 22 00	White ash, 1 & 2	25 00 35 00
		Black ash, 1 & 2	20 00 30 00

Montreal, Que.

MONTREAL, Mar. 31st, 1890.

	WHOLESALE.
Pine, 1st quality	$35 00@40 00
" 2nd "	20 00 25 00
" shipping Culls	14 00 16 00
" 4th quality Deals	10 00 12 00
Spruce	10 00 12 00
Hemlock	9 00 10 00
Ash, log run	13 00 18 00
Basswood, log run	12 00 20 00
Oak	40 00 95 00
Walnut (common)	50 00 100 00
" (good)	22 00 40 00
Butternut	60 00 80 00
Cherry	15 00 25 00
Birch	20 00 25 00
Maple	1 50 1 90
Lath, 1st quality	1 50 3 00
Pine Shingles, 1st quality	1 25 1 50
" " 2nd "	

Hamilton, Ont.

HAMILTON, Mar. 31, 1890.

Mill cull boards and scantlings	$ 9 00@10 00	Dressing stocks	$16 00 18 00
Shipping cull boards promiscuous widths	10 00 12 00	1¼ flooring, rough	16 00 18 00
Shipping cull stocks	14 00	1½ flooring, rough	16 00 18 00
Scantling and joist up to 16 feet	14 00	1½ flooring, dressed	25 00
do up to 18 feet	15 50	1 flooring, dressed	32 00
do up to 20 feet	16 00	Beaded sheeting 1	21 50 23 00
do up to 22 feet	17 00	Picks, Am inspection	25 00 30 00
do up to 24 feet	18 00	Three uppers Am. In	32 00 34 00
do up to 26 feet	19 00	XXX sawn shingles	40 00
do up to 28 feet	20 00	Sawn Lath	2 60 2 70
do up to 30 feet	21 00	Red Oak	2 25
Cutting up plank 1¼ and thicker dry	20 00 25 00	White Oak	20 00 25 00
Cutting up boards	20 00	Basswood No. 1. & 2.	25 00 30 00
		Cherry No. 1 & 2	16 00 20 00
		White Ash No. 1 & 2.	60 00 70 00
		Black Ash No. 1 & 2.	25 00 35 00
			20 00 30 00

Ottawa, Ont.

OTTAWA, Mar. 31, 1890.

Pine, 1st qual., ₱ M.	$35 00@40 00	Oak	$40 00@100 00
" 2nd "	22 00 25 00	Walnut	60 00 100 00
" shipping culls	14 00 16 00	Cherry	60 00 80 00
" 4th qual. deals	10 00 12 00	Butternut	22 00 40 00
" mill culls	8 00 10 00	Birch	15 00 25 00
Spruce, ₱ M.	10 00 12 00	Maple, hard.	20 00 21 00
Hemlock	9 00 17 00	Laths	1 80 1 90
Ash	13 00 18 00	Shingles	1 50 3 00
Bass	12 00 20 00	" cedar	1 50 3 00

St. John, N. B.

ST. JOHN, Mar. 31, 1890.

Deals, Boards, Scantling, etc.

Spruce deals	$12 00	Spruce boards	12 00
Pine "	15 00	Pine "	12 00@40 00
Deal ends	6 00	Oak "	40 00
Scantling	10 00	Ash "	15 00@25 00
		Hemlock "	7 50

Shingles.

Spruce, extra	$3 50	No. 1	1 25
" clear	3 00	Pine	1 25
" No. 1 extra	2 25		

Clapboards.

Pine, extra	35 00	Spruce, extra	24 00
" clears	45 00	" clears	23 00
" 2d clears	35 00	" No. 1	15 00
		" No. 2	10 00

Flooring, Dressed.

6 in., No. 1	12 00	4 in., No. 1	12 00
" No. 2	10 00	" No. 2	10 00

Miscellaneous.

Staves	3 00@ 4 50	Laths	1 80
Heading 17 in. per pr.	04	Pickets	6 50@15 00
" 18 in.	04½	05½ Railway ties	
" 22 in.	04½	06	

Vancouver and New Westminster, B.C.

NEW WESTMINSTER, Mar. 24th. 1890.

Car load and ship rates according to assortment. Bridge and Wharf Plank and Timber.

10 to 40 ft. long, per M, net	$11 00
41 to 70 ft. " " "	$12 00@15 00
Rough lumber, building material	11 00
" " Sized	12 50
" " Fir, Clear	17 50
" " Cedar, Bench or Selects	25 00
" " " " " D. D	30 00

1 in, 1¼ 1½x6 in.

T. & G. Edge, Grain and Dry	27 50
" " " Green	25 00
No. 1, Dry	22 50
" 1, Green	20 00
" 2, Dry	20 00
" 2, Green	17 50
Cut to length, extra per M	2 50
D. Dressed	2 50

1 in, 1¼ 1½x4 in.

Edge Grain, Dry	27 50
" " Green	25 00
T. & G. Edge Grain, Dry	25 00
No. 1, Dry	25 00
" 1, Green	22 50
" 2, Dry	20 00
" 2, Green	17 50
S. S. Planks for scows	17 50
D. D. cedar, verandah cover, any length	45 00
" " " cut to length	50 00
Shingles	2 50
Lath	2 25
D. D. clear Cedar	40 00@60 00
Pickets, rough	11 00

Five per cent. off above prices for cash with the order.
Delivery on scow to mouth of river.

20 M ft. and over	75c. per M. ft
10 to 20 M ft.	$1.00 " "
Under 10 M ft.	1.25 " "

Albany, N. Y.

ALBANY, N.Y., Mar. 31st, 1890.

Hemlock.

Boards, 1x10 in. each	14c.	Joist, 2½x4, each	12
Joist, 4x6	33	Wall strips, 2x4	10

Pine.

2½ in. and up, good.	$55 00@56 00	10 in boards dressing and better	$28 00@34 00
4ths	50 00 51 00	Common	15 00 20 00
Selects	45 00 46 00	12 in. boards dressing and better	29 00 36 00
Pickings	40 00 41 00	Common	15 00 22 00
1 to 2 in., good	49 00 50 00	1¼ inch siding, selected	40 00 45 00
4ths	44 00 45 00	Common	15 00 20 00
Selects	39 00 40 00	1 in. siding selected	38 00 42 00
Pickings	34 00 35 00	Common	13 00 18 00
1 in. good	50 00 55 00	Norway, selected	22 00 25 00
4ths	45 00 48 00	Common	12 00 15 00
Selects	40 00 43 00	10 in. plk. 13 ft. dressing and better, each	43@50
Pickings	35 00 38 00	Culls	23 25
Shelving boards, 12 in. and up	26 00 32 00	10 in. boards, 13 ft., dress, & better each	28 33
Dressing bds. narrow	20 00 22 00	Culls	17 22
Sapping boards	16 00 18 00		
Box boards	14 00 16 00		

Shi gles and Lath.

Shingles, shaved pine	6 50	Shingles, cedar mixed	2 75 3 00
2d quality	5 00	Lath, pine	2 00 2 35
Sawed, extra	4 30 4 40	Spruce	2 00 0 00
Sawed. clear butts	3 00 3 30	Hemlock	1 75 0 00
Cedar, XXX	4 00 4 20		

Burlington, Vt.

BURLINGTON, Mar. 31, 1890.

Canada Pine Sidings—1x8 in. and up, 12 to 16 ft. D 2 or 4 S.

Select & shelving	$46 00	Finish	$37 00@38 00
Pickings	37 00	Dressing	27 00@28 00
Pickings & better	40 00@42 00	Common	20 00@21 00

Canada Pine Stock—1x10 in. 12 to 16 ft. D 2 or 4 S.

Selects (clear)	55 00	Pickings & better	44 00
1st shelving	42 00	As run, common out	28 00@30 00
2d	39 00	No. 1 barn boards	25 00
3d	30 00@31 00	Common	21 00
Pickings	38 00		

Canada Pine Stock—1x12 in. 12 to 16 ft. D 2 or 4 S.

Selects (clear)	57 00	Pickings & better	44 00
1st shelving	47 00	As run, common out	33 00
2d	41 00	No. 1 barn boards	26 00
3d	32 00	Common	21 00@22 00
Pickings	38 00		

Canada Pine Stock—14 in. 12 to 16 ft. D 2 or 4 S.

Pickings & better	45 00	3d shelving	33 00
As run, common out	33 00	Common	22 00

Canada Pine Short Boards—1x8 in. & up, 11 ft. & under, D 2 S or R.

Pickings & better	35 00@35 00	Dressing & common, d 2 s or d 2 s & m	20 00@21 00
As run, common out	30 00	Common	18 00 20 00

Canada Pine Sheathing, D. M. & B—1 in. 4 to 7 in. 5 in. & up C B ⅞ in.

1st quality, 12 to 16 ft.	46 00	1st & 2d quality, 9 to 11 ft.	33 00
2d	36 00@37 00	7 & 8 ft.	34 00
3d	27 00	3d quality, 11 ft. & under	22 00
4th (selected common)	22 00	4th	18 00

Canada (Quebec) Spruce—1 and 1¼ in. 4 to 10 in. D 2 S and M.

Clear, 10 to 16 ft	32 00	No 2. 10 to 16 ft.	15 00@16 00
No. 1	22 00		

Above prices delivered on a rate of $30 per car load.

Buffalo and Tonawanda, N. Y.

BUFFALO, March 31, 1890.

Norway

Clear, 1 to 2 in. all width	23 00	Common, 1 to 2 in. all widths	12 50@15 00
Dressing, 1 to 2 in. all widths	16 00@20 00	4x4, 5x5, 6x6 turning	22 00
		4x4, 5x5, 6x6 common	16 00

White Pine.

Up'rs, 1 to 4 in. 10 in	$44 00@56 00	No. 2 cuts, 1 to 2 in and thicker	$20 00@24 00
Sl'cts & Picks, 1 to 4 in	36 00 38 00	Dressing, 1 to 2 in	22 00 27 00
Fine common, 1 to 2 in. and thicker	30 00 33 00	Common, 1 to 2 in	16 00 20 00
No. 1 cuts, 1 to 2 in and thicker	27 00 40 00	No. 1 barn, 7 to 12 in	18 50 20 50
Mold strips, 1 to 2 in	27 00 31 00	No. 2 barn, 7 to 12 in	16 50 17 50
		Mill culls, 1 to 2 in	9 00 10 00

Shingles

XXX, 18-in, sawed	3 85	Thick cut (trade mark) 16 in per square	2 50
XX, 18-in. sawed clear butts	2 80	XXX cut	2 25
X, 18-in, sawed	1 25	X cut	1 10
XXX, 16-in "	3 25	No 2 cut	50
XX, 16-in " clear butts	2 25	Short cut	1 25
X 16-in "	90	Square end, per thousand	5 00
Thick cut	3 20	Octagon or pointed end	5 25
XXX cut	3 00	Scalloped or round end	5 25
X cut	1 50	Other shapes made to order	5 25
No. 2 cut	65		

New York City

NEW YORK, Mar. 31, 1890.

Black Walnut.

⅝ in. clear	$78 00@82 00	Culls, 1 inch	$35 00@ 36 00
1 and 1¼ inches	93 00 95 00	Culls, thick	36 00 38 00
1½ and thicker	100 00 105 00	Counter tops, 18 in.	
Rejects	50 00 52 00	and over	110 00 150 00

Poplar, or White Wood.

⅝ in. 10 inches and over	24 00@ 2600	1 inch, 8 in. and over	30 50 31 50
¾ in. coffin boards	29 00 30 00	2½ and thicker	33 50 34 50
1 inch, 10 inch and over	31 50 32 00	Common 1 to 2 in	22 00 24 00
		Saps, 1 inch & thicker	25 00 27 00
		Culls, all thickness	16 00 17 00

Ash.

1 in. white	36 00@ 37 00	Strips clear	26 00@ 27 00
1¼ to 2 inch	38 00 39 00	Black ash, good	26 00 30 00
2½ to 4 inch	40 00 41 00	Black ash, com	18 00 19 00

Oak.

1 inch plain sawed	36 00@ 39 00	5 inches and over	50 00@ 51 00
1¼ to 2 inch	39 00 40 00	Thicker	52 00 54 00
Thicker	40 00 41 00	Strips under 6 in	39 00 41 00
Quarter-sawed, white, all clear, 6		Dimension cut size	24 00 26 00

Cherry

1 inch	80 00@ 82 00	2½ and thicker	95 00@100 00
1 inch strips	43 00 45 00	Counter tops, 18 in.	
1¼ to 2 inch	85 00 88 00	and over	110 00 115 00
Rejects	40 00 40 00	Culls, all thickness	18 00 19 00

Miscellaneous.

Chestnut, clear	33 00@ 35 00	Hickery, old growth	50 00 55 00
Chestnut common	20 00 22 00	Hickery, 2nd growth	65 00 70 00
Basswood white	30 00 32 00	Elm	20 00 22 00
Basswood common	21 00 23 00	Sycamore	24 00 27 00
Maple, clear	30 00 32 00	Sycamore quartered	35 00 40 00
Birch, clear	32 00 35 00	Gum	30 00 32 00
Birch, 1s and 2s	26 00 30 00	Butternut	45 00 50 00
Cottonwood	21 00 22 00	Sycamore dressed fig	24 00 25 00

Saginaw, Mich.

EAST SAGINAW, Mar. 31, 1890.

CARGO LOTS.

Uppers	36 00@38 00	Norway	8 50@10 00
Common	16 00 21 00	Box	11 00 11 50
Shipping Culls	9 00 11 00	Straight measure	12 50 20 00
Mill Culls			

YARD QUOTATIONS CAR LOTS DRY.

Siding.

Clear, 1½ in	23 00	C, 1½ in	17 00
⅞ in	46 00	⅞ in	30 00
Select, 1½ in	20 00	No. 1, ½ in	12 00
⅞ in	39 00	⅞ in	19 00

Finishing Lumber rough.

Three uppers, 1 in.	42 00@45 00	Fine common, 1 in.	32 00
1¼ & 1½ in	00 00 46 00	1¼ & 2 in.	33 00
Selects, 1 in.	36 00 37 00	C, 7, 8 & 9 in.	26 00
1¼ & 2 in.	38 00		

Joist, Scantling and Timber.

12 to 18 feet	10 00	20 feet	12 00
20 feet	11 00	24 "	13 00

Plank and timber, 12 inches wide, $1 extra.

Lath, Shingles and Pickets.

Lath, No. 1 white pine	1 90	XXX	2 20
" No. 2 " Norway	1 35	XX	1 70
Shingles, 18 in climax	3 50	Pickts. 2 to 2½ in rough	15 00
XXX "	3 25	Dressed	20 00
XX climax	2 50	1¼ in. square, rough	18 05
18 in. 4 in, c. b.	1 50	Dressed	25 05

Oswego, N. Y.

OSWEGO, Mar. 31, 1890.

Three uppers, 1¼, 1½ & 2 inch	$43 00@45 00		
Pickings, 1¼, 1½ & 2 in	35 00 36 00		
No. 1 cutting up, 1¼, 1½ & 2in	30 00 31 00		
No. 2 cutting up, 1¼, 1½ & 2in	19 00 21 00		
1 in strips, 4 to 8 wide, selected for moulding strips, 14 to 16 ft.	31 00 33 00		
1x6 selected for clapboards	32 00 34 00		

Siding.

1 in siding, cutting up piks & uppers	30 00@39 00	1¼ in selected	35 00@40 00
1 in dressing	19 00@21 00	1¼ in dressing	17 00 19 00
1 in No. 1 culls	14 00@16 00	1¼ in No. 1 culls	14 00 16 00
1 in No. 2 culls	13 00@14 00	1¼ in No. 2 culls	13 00 14 00
		1¼ in No. 3 culls	9 50 10 00

1x12 Inch.

12 & 16 ft, mill run	20 00	23 00	
12 & 16 ft, No. 1 &2, barn boards	18 00	19 00	
12 & 16 ft, dressing and better	26 00	30 00	
12 & 16 ft, No 2 culls		15 00	

1x10 Inch.

12 & 13 ft, mill run, mill culls out	19 00	20 00	
12 & 13 ft, dressing and better	25 00	27 00	
12 & 13 ft, No 1 culls	16 00	17 00	
12 & 13 ft, No. 2 culls	14 00	15 00	
14 to 16 ft, mill run mill culls out	20 00	22 00	
14 to 16 ft, dressing and better	25 00	27 00	
14 to 16 ft, No. 1 culls	16 00	17 00	
14 to 16 ft, No. 2 culls	14 00	15 00	
10 to 13 ft, No. 3 culls	9 50	10 00	

1 1-4x10 Inches.

Mill run, mill culls out	20 00@23 00	No. 1 culls	16 00@17 00
Dressing and better	25 00 30 00	No. 2 culls	14 00 15 00

1x4 Inches.

Mill run, mill culls out	17 00@19 00	No. 1 culls	13 00@14 00
Dressing and better	23 00 27 00	No. 2 culls	11 00 12 00

1x5 Inches.

6 7 or 8, mill run, mill culls out	19 00@21 00	6, 7 or 8, No. 1 culls	15 00@16 00
		6, 7 or 8, No. 2 culls	13 00 14 00
6, 7 or 8, drsg & better	24 00 28 00		

Shingles.

XXX, 18 in pine	3 50@3 70	XXX, 18 in cedar	3 20@3 60
Clear butts, pine, 18 in.	2 50 2 70	Clear butt, 18 in cedar	2 40 2 60
XXX, 16 in pine	3 10 3 20	XX, 18 in cedar	2 10 2 20
Stocks cedars, 5 or 6 in.	5 00		

Pickets.

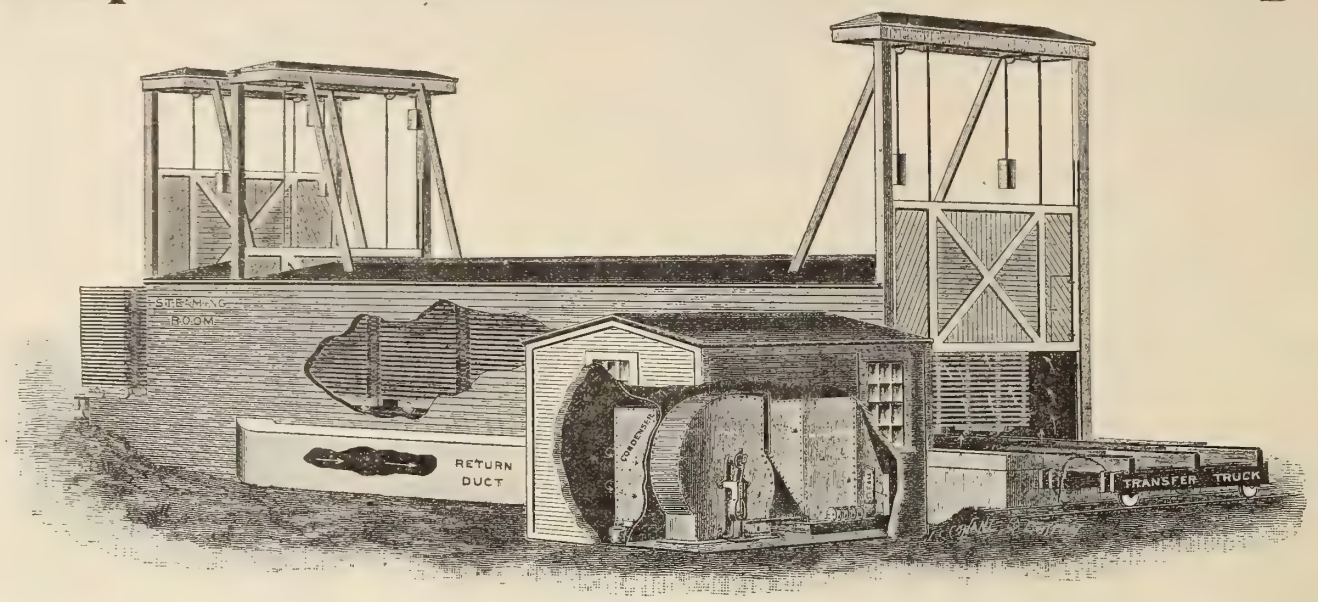
No. 1, 1¼x1¼	15 00	No. 2, 1x3	9 00 10 00
No. 1, 1x3	20 00		

Lath.

No. 1. ¼	2 10	No. 2, 1 1-4	1 90
No. 1 -4	1 60		

The Improved Common Sense Dry Kiln

Maintains its lead over all others.



It is pre-eminently the best process in use.

It extracts the moisture from the centre; combines active circulation, moderate heat, and condensation of the sap; secures the quickest and best results in the most perfect and economical way known. The process is applicable to old or new kilns. Quickly and repeatedly repays all outlay. For Hardwood Lumber use no other, and avoid all checks, warps and case-hardening. It seasons lumber exactly like, and equal to, air seasoning. More largely used than all others in England and the United States. Address,

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AND ALL WHO ARE USING

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Which is Thoroughly Well Stretched,
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Which will give Complete Satisfaction,

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Endorsed by Leading Architects. Absolutely Fire-proof. About as Cheap as Wood or Brick. Weight One-Third that of Brick. Does not Crack on application of Heat or Water. Deadens Noise. Gives Warmth in Winter; Coolness in Summer.

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PARTICULARLY adapted for Dams, Smoke Stacks, Foundations, Culverts, Cisterns, Cellars, etc.

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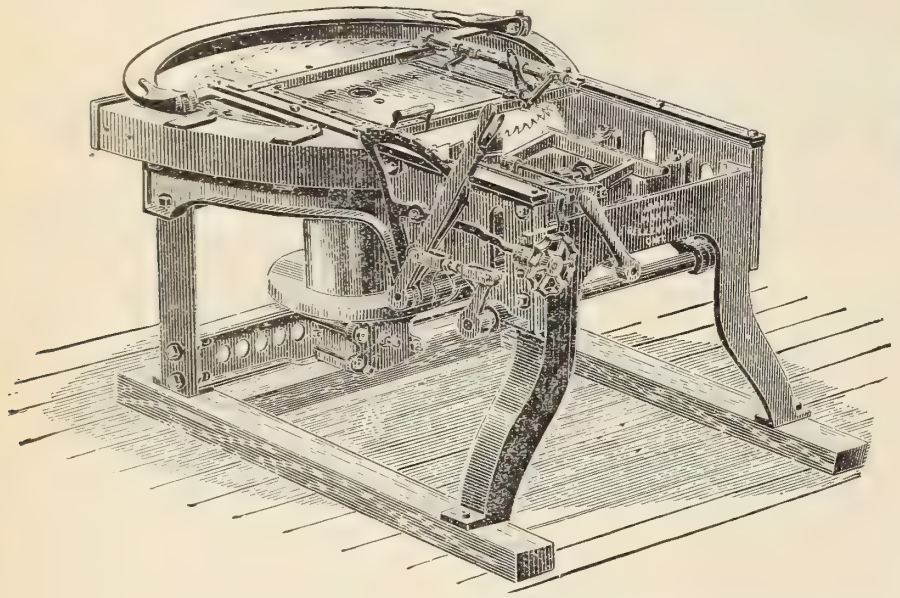
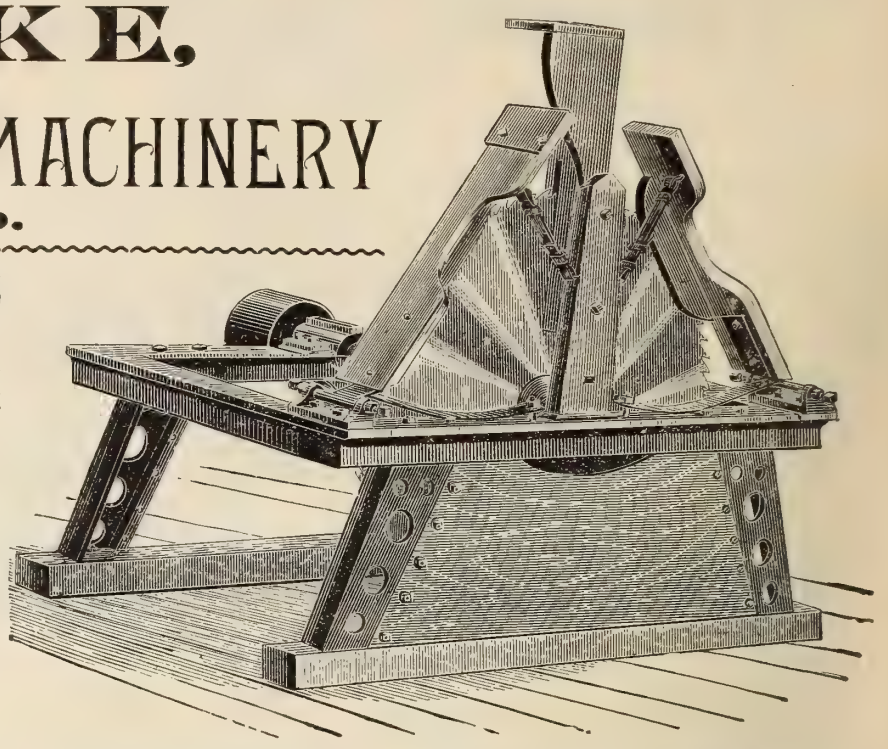
DRAKE'S PATENT DAUNTLESS SHINGLE AND HEADING MACHINE

Capacity from 25,000 to 50,000 per day.

The frame of iron throughout, very heavy and rigid, strongly bolted and braced; carriage very light and strong, made of forged cast steel saw plate, running on steel ways or tracks; will take in a block 18 inches wide and 19 inches long, adjustablefor 16 inch or 18 inch shingles.





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With 40 inch saw will make more No. 1 Shingles from the same quantity of timber than any Wheel Jointer in existence.

It has a heavy iron frame made for two operators, two inch steel saw arbor, with extra long bearings; driving pulley 8 inches diameter, 7 inch face, saw 40 inches diameter, 16 gauge, speed, 1,600 per minute.

Mill men who have once used this machine will not use any other. For capacity, removing sap-knots, rot or any other imperfections, for making parallel shingles and economy of stock, it is superior to any other.

Also manufacturer of other kinds of Shingle Jointers, both self-acting and hand-feed Shingle Machines, Packing Boxes, Drag Saw Machines, Bolters, Stationary and Portable Saw Mills, Double Edgers, Single Edgers, Slab Saw Rigs, Bull Wheel Rigs, Lath Machines, Lath Bolters, in fact a general line of Mill Machinery, with Pulleys, Shafting, &c. Satisfaction guaranteed in all cases. Send for estimates on anything required, and the same will receive immediate attention.

Sovereign Grease

ST, CATHARINES, July 20th, 1889.

To whom it may concern :—

I have been using SOVERIGN GREASE for the past two months, and I can say that it has given me entire satisfaction, and is a saving of 60 per cent. over Oil, and is that much better than Oil. I have been running eight (8) trips from St. Catharines to Montreal and return on 40 lbs. GREASE, and using it on my crank-pin as well as all other bearings. Yours respectfully,

(Signed,) SAM BRISBIN,
Engineer "Ocean."

OTTAWA, Aug. 5th, 1889.

THE STOCK OIL & GREASE CO.

GENTS,—We have used the SOVEREIGN GREASE for some time, and do not hesitate to pronounce it a first-class lubricator, and as such has given us entire satisfaction as to its durability and cheapness.

Truly yours,
ARTHUR JONES,
Foreman of Union Machine Shops.

DESCHENES MILLS, Aug, 12th, 1889.

MESSRS. McDOUGAL & CAZNER, *Ottawa :*

DEAR SIRS,—We have been using the Stock Oil & Grease Co.'s SOVEREIGN GREASE in our saw mills since spring, with very satisfactory results.

Yours truly,
R. & W. CONROY.

ROCKLAND, ONT., Aug. 20th, 1889.

STOCK OIL & GREASE CO., Montreal :

DEAR SIRS,—Please send us per first freight boat, two hundred (200) pounds of GREASE, same as sample left by you here a short time ago.

Yours truly,
W. C. EDWARDS & CO.

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THE subscribers offer for sale their steam saw mill at Deux Rivieres, consisting of a complete set of machinery, carriage to saw 50-foot lengths, friction bull wheel, swing butting saw and double edger with shafting, pulleys and belting, rollers and saws. Engine, boiler and pump complete. Cutting capacity 15 to 20,000 feet per day of 11 hrs.

Also a shingle machine and planer and matcher, together with waterwheel belting, shafting, pulleys, etc.

The above machinery is in first-class order and will be sold in conjunction with the building in which it is placed or separately as may be desired.

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STRIPS	LUMBER	HEMLOCK
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NOTICE—Splendid opening for any person wishing to go into the Saw-mill business. For sale in the town of Parry Sound. Steam Saw-mill. New and good machinery. Also quantity of logs and some timber limits. For full particulars apply to S. & J. ARMSTRONG, McKellar, Ontario.

CASH paid for all kinds of hardwood lumber; give full particulars; car or cargo lots only. W. N. McEACHERN & Co., No. 3 dock, Toronto.

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HAVING MOVED OUR LUMBERING operations to Parry Sound district, we offer our Angus saw mill, farm and wild lands for sale on easy terms; large quantities of hemlock, cedar, hardwood and small pine yet remain on many of these lands; several improved farms for sale. JOHN. B. SMITH & SONS, Toronto.

ESTABLISHED 1881—JOHN B. SMITH & Sons, manufacturers of lumber, lath, shingles, doors, sash, blinds, mouldings, sheetin, flooring, boxes, etc.; buy from the manufacturer; our new factory now in running order; note our address, Strachan avenue, Toronto.

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IMPORTANT SALE

OF

TIMBER ✲ LIMITS.

The estate of the late David Moore will offer for sale at Public Auction at the Russel House, in the City of Ottawa, on

TUESDAY, 28th OCTOBER, 1890

at three o'clock in the afternoon the following valuable timber limits:

PARCEL No. 1.—400 square miles on Kippewa river, in the province of Quebec, and being berths Nos. 57, 56, 47, 46, 65, 64, 62, 63.

PARCEL No. 2—Berths No. 3 on the north shore of Lake Huron in Ontario, license No. 103 of 1889-90. Area, 36 square miles.

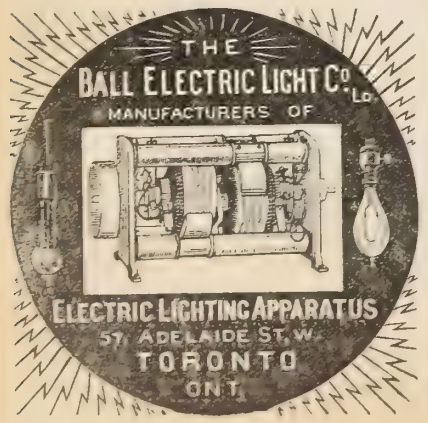
PARCEL No. 3.—Berth No. 1, township of Springer in Ontario, license No. 104 for 1889-90. Area 34 square miles.

PARCEL No. 4.—Berth No. 15 on the north shore of Lake Huron, in Ontario, license 105 of 1889. Area, 36 square miles.

The purchaser will be bound to take the supplies on each limit according to schedule and valuation.

For terms and conditions of sale apply to E. D. Moore, Esq., Hull, and to the undersigned.

CHRISTIE & CHRISTIE,
J. R. FLEMING, Solicitors,
Advocate, 110 Wellington st., Ottawa.
353 Sparks st., Ottawa.
5th February 1890.



IMPORTANT AUCTION SALE

Gilmour & Company's Mills and Limits on Gatineau and Trent Rivers.

Messrs. Gilmour & Co. will ofier for sale by auction at the RUSSEL HOUSE, at the

CITY OF OTTAWA,

the whole of their valuable mills and limits, with plant, real estate, lumber, etc., on the

9th DAY OF APRIL, 1890

at 2 o'clock. p.m. The sale will be in parcels. For a full description of the parcels, list of chattels and details apply to either of the undersigned or at the offices ot the firm at Ottawa. Chelsea, Trenton and Quebec.

Dated 20th November, 1889.

ALLAN GILMOUR, Ottawa.
JOHN CILMOUR, Chelsea, Quo.
DAVID GILMOUR, Trenton.
J. D. GILMOUR, Quebec.

F. PARKIN

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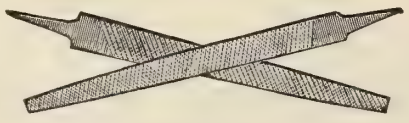

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SAW mill outfit, Waterous direct action, at a bargain.

SEVERAL second-hand saw rigs, two, three and four block.

A FINE 66 in. inserted-tooth saw, also 52 in. do.

ONE new eclipse saw mill with all late improvements.

ONE saw gummer, Disston make. Philadelphia.

ONE set of hoop machines, American make.

CANADIAN agent for the celebrated Winnie hoop machinery, catalogue free.

ONE drag saw rig, Waterous Engine Company make.

ONE hub turning lathe. American build.

ONE automatic handle lathe.

BROOM handle lathe with wood frame, cheap.

ONE set of spoke machinery, Fay & Co. make

GOLDIE & McCULLOCH stave cutter, set equalizing saw, &c.

ONE Blanchard spoke lathe, Fay & Co. make.

ONE new axe handle lathe.

ONE lot Ewart chain belt good as new with sprocket wheels.

4 POLE road cars, also a number of lumber cars.

ONE self feed lathe machine, Waterous make.

NEW gang lath machine.

ONE Fairbank's timber guage.

ONE saw mill head block, Galt make.

HEADING turner, Goldie & McCulloch make.

ONE single edger with frame work.

NO. 2 large size smallwood shingle machine.

DOUBLE edger Waterous Engine Co. build.

ONE Drake's patent selt feeding parallel shingle edger.

DOUBLE block shingle machine, Pierce make, 40,000 capacity per day.

TWO Hall self acting shingle machines. Goldie & McCulloch makers.

TWO smallwood shingle machines, Waterous make.

FOUR Laws patent upright swing shingle machine

ONE Doherty swing shingle machine.

DRAG saw machine, Goldie & McCulloch.

TWO new shingle packers, all iron.

SHINGLE jointers, 3, 4 and 6 knives.

ONE new No. 3 Rogers saw filer and gummer.

ONE 60 inch Warren turbine water wheel, Goldie & McCulloch, builders

48 inch Leffel.

48 inch Warren turbine in scroll case.

48 inch Sclater.

44 inch improved turbine water wheel.

PAIR of Sampson tnrbine wheels, 42 inch. run together.

42 inch Sampson turbine.

TWO 40 inch Leffels,

35 inch Leffel.

44 inch Little Giant.

30½ nch Leffel.

30 inch Sclater.

30inch Burnham.

26 inch Leffel.

24inch Turbine by Whitlaw.

21 inch Archmedian.

20 inch Leffel.

25 inch Vulcan in close case, Port Perry make.

24 inch Leffel.

15 inch Archmedian in close case.

17½ inch Leffel.

10 inch brass wheel in iron close case.

WATER wheel governor, Galt make.

MY new list is just out of press, send for it.

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Guaranteed to Saw Lumber Perfectly Smooth and Even in thickness.

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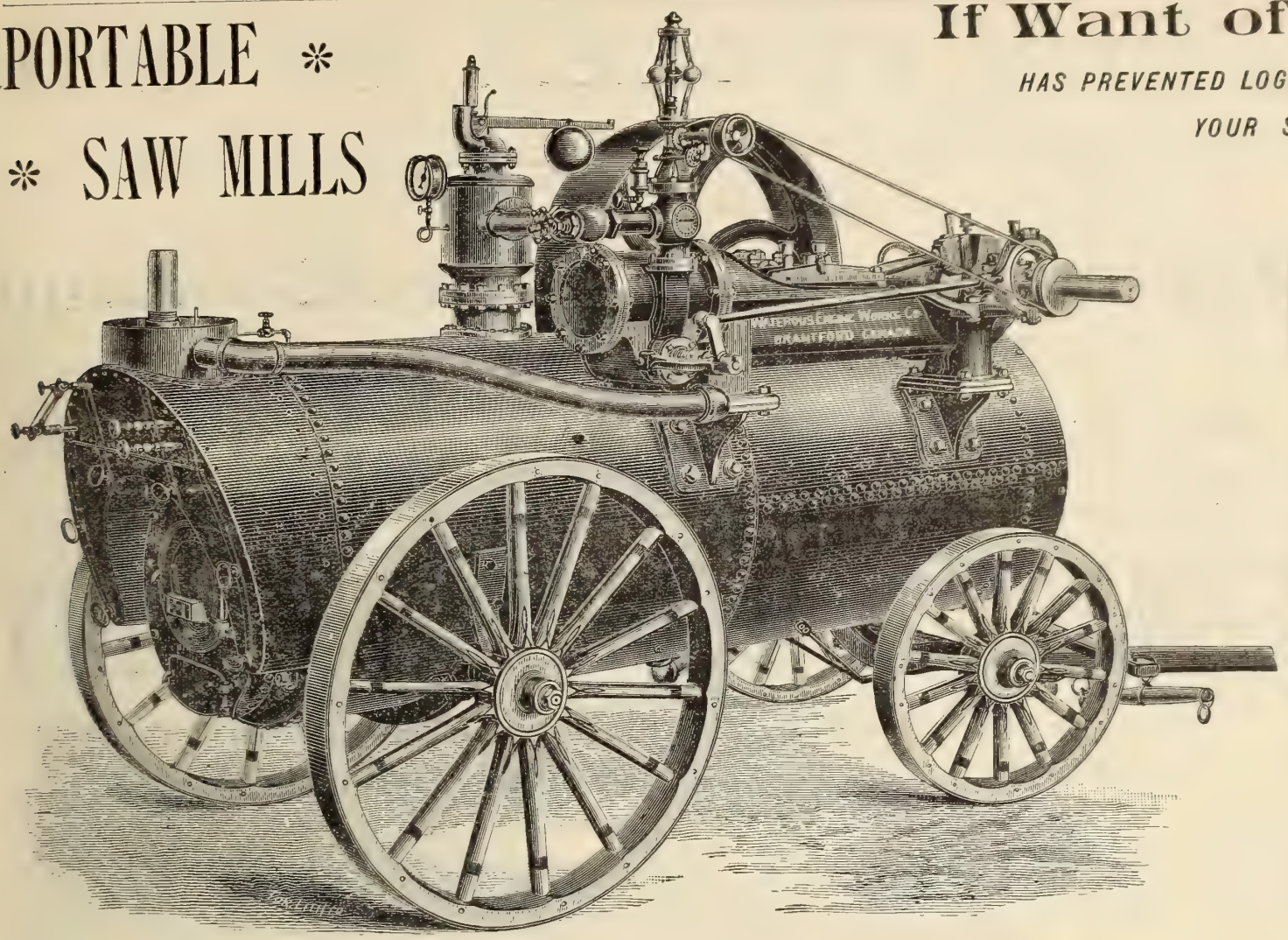

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Which with the saw irons in your stationery mill or a new set from us, will make a Portable Mill that you can take to the woods, cutting your lumber as economically and as well as if at your stationey mill.

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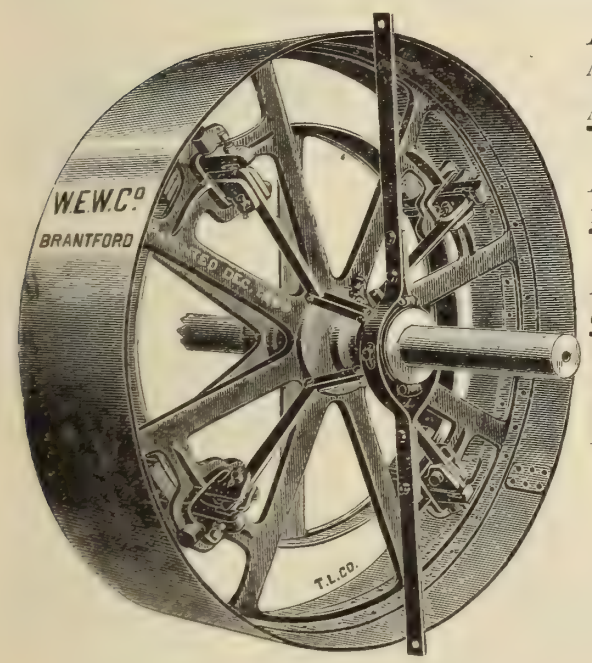

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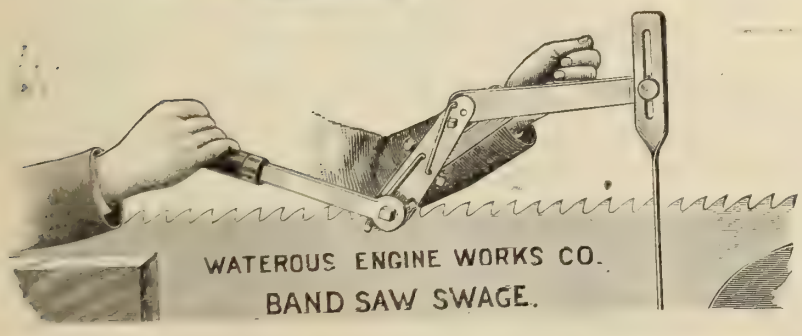

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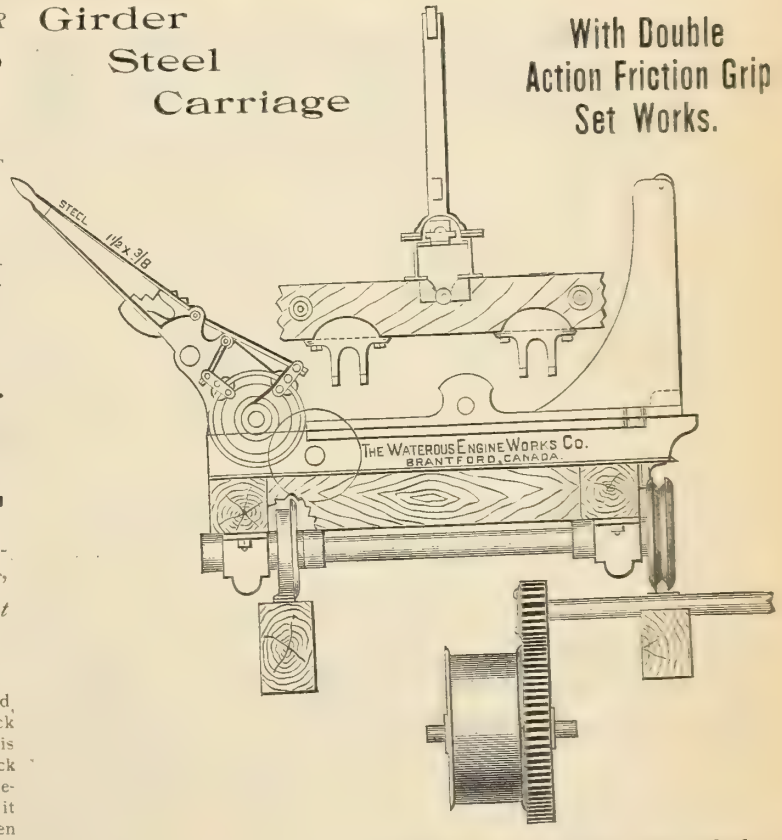

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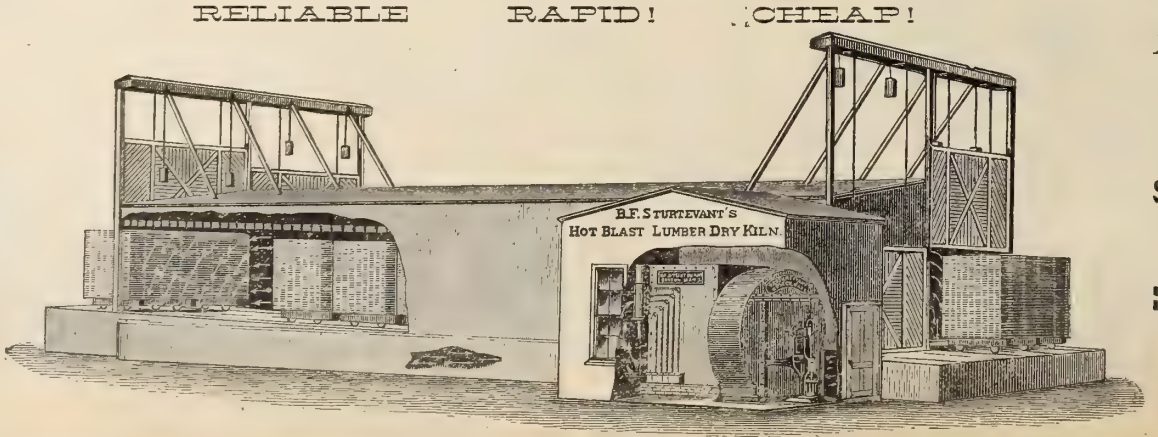

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—WITH THE—

STURTEVANT

Patent Hot Blast

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Apparatus.

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B. F. STURTEVANT, Patentee and Sole Manufacturer, 34 Oliver Street, (corner of Franklin street) BOSTON, MASS., U. S. A.

A. R. Williams, Soho Machine Works, Toronto, General Agent for the Dominion.

TRANSMISSION OF POWER.

Translated from "The Ingenieur-Conseil" of July 15, 1889.

Transmission by belts is a relic of routine which should be rooted out, as has been already done with the ancient gear-wheel transmission. I venture to predict that by the time another exposition is opened belts will have entirely given away to ropes. I make this prophecy with all the more boldness since belts have not the theoretical superiority over ropes which gearing had over belts. It can already be said that in theory and in practice belts are inferior to ropes, since they can only be made to adhere by a tension of both parts—that is, the part which does no work must have at least half the tension of the part which bears the working strain. Without this tension the belt would slip on the pulleys. No change of material or of make-up can correct this essential fault—the necessity of stretching to accomplish adherence.

With ropes, however, the adherence of the rope to the pulley is effected by the pressure against the sides of the wedge-shaped groove, and the useful tension, that of the working part of the rope, is sufficient to produce this pressure. The lower part of the rope has no need of tension. Thus, in theory, the rope is better than the belt, and in practice no draw-back arises to offset this advantage. On the contrary, rope cannot slip—like belts—from pulleys. The breaking of a rope occasions no stoppage, no accident. The rope falls harmless to the ground and can be replaced after working hours. It even announces when it intends to break by visibly unwinding.

For thirty years we have sustained the rope idea, and made the foregoing argument prevail. We understand the opposition of the routinists at the present time. Very few makers know how to turn out good grooved pulleys, or could supply good ropes. This was a serious difficulty. The slightest inequality in the diameter of ropes, or in size of grooves, or even in the compressibilty of the ropes, causes them to bury themselves in grooves more or less, so sensibly altering the circumference run over by the different ropes on a single pulley, and consequently give rise to considerable resistance, certain ropes acting as brakes towards the others, instead of assisting them.

At the Exposition transmission by ropes is practiced by three Belgian firms, two Swiss firms, and two French ; all others employ belts.

Why? We cannot explain, but when the next Exposition opens we will see if they continue to inflict upon their patrons a mode of transmission which, whatever be the ingenuity of the makers of belts, leather, cotton or steel, will always cost more, absorb more power, and cause more stoppages than transmission by ropes. Until that time the Belgian firms have found themselves in excellent company among the constructors of machinery who have adopted this method of transmitting power.—From the Ingenieur-Conseil of July 15.

The above extract is confirmatory of what has been advocated by THE DODGE WOOD SPLIT PULLEY CO. from the commencement, *i. e.*, that power transmission by ropes is far superior to belts for general purposes, and applicable for distances and in places where neither belts nor gearing can be used at all.

The French writer intimates clearly that for thirty years he has recognized this superiority of ropes, and yet the people have refused to be convinced. This argues a fault in the system which he advocates, and that fault is not far to seek. The system which he advocates is known as the "English" system. It consists of a multiplicity of separate ropes, and the "fault" resides in the impossibility of attaining an equal tension of the several ropes. That this lack of uniform tension is the condition of every "English" rope transmission is evident to the eye. No two ropes of the system hang with the same slack, and it needs no argument to show that for that reason no two are doing the same duty. The rope having the strongest tension is, therefore, overloaded, and will be first to give out ; and it is small consolation that its giving out does not stop the works, since the fact that a part of the system is doing no work shows that the whole thing is an overload, and that a much smaller outfit would do the work with equal satisfaction if properly constructed.

That is precisely what has been accomplished by the American System as brought forward and perfected by the Dodge Manufacturing Company, wherein a single endless rope having any required number of passes, and under uniform tension throughout, transmits power uniformly, each strand doing its full share of the whole duty.

While thirty years have so far failed to show the practical advantages of the English multiple system, that in the year 1889 only seven users of it appear in the great Exposition at Paris, and American engineers have, almost to a man, repudiated it, the American single rope system has in three years attained a popularity almost unprecedented, and bids fair in the near future to supplant belts for all purposes except the smallest.

For estimates and full particulars regarding this modern system of transmitting power apply to

THE DODGE WOOD SPLIT PULLEY CO., Toronto.

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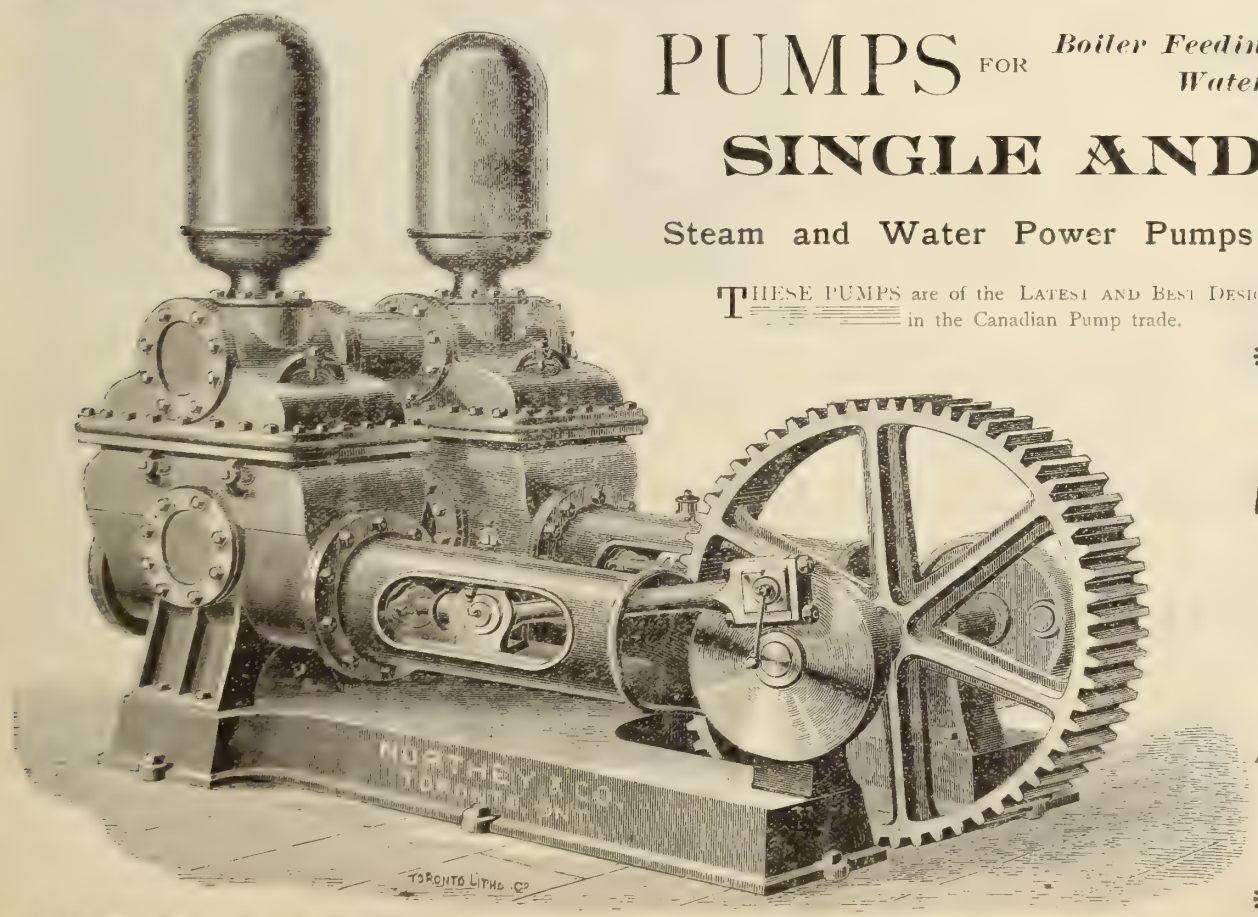

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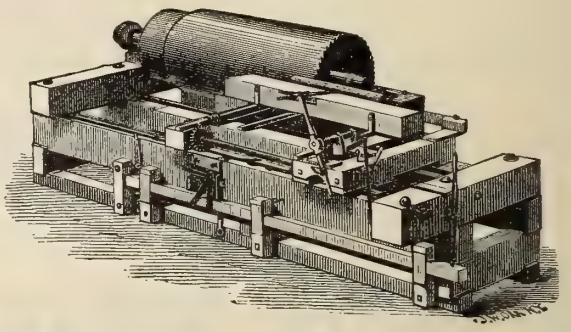

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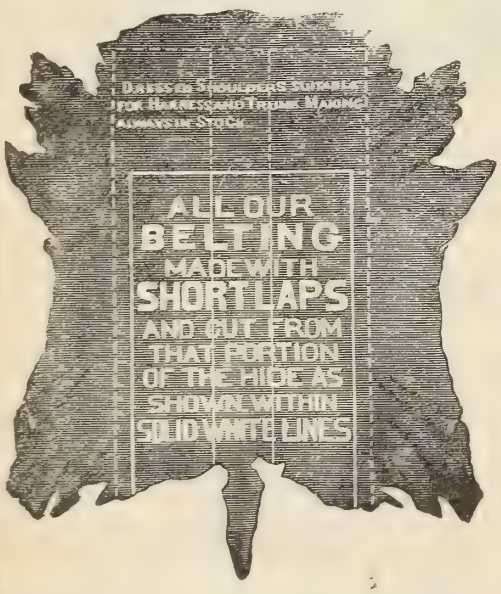

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This Belt is made in both Light and Heavy Double Leather of the best material, fastened with Waterproof Cement and Brass Wire Screws, after which the entire belt is saturated with a preparation which renders it entirely waterproof.

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THE CANADA LUMBERMAN.

VOLUME XI.
NUMBER 5.

TORONTO, ONT., MAY, 1890.

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THE CANADA LUMBERMAN
PUBLISHED MONTHLY BY
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THE CANADA LUMBERMAN is published in the interest of the lumber trade and of allied industries throughout the Dominion being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion of them by others.

Especial pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world so as to afford to the trade in Canada information upon which it can rely in its operations.

Special correspondents in localities of importance present accurate report not only of prices and the condition of the market but, also of other matters specially interesting to our readers. But correspondence is not only welcome but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way effecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the truth. Any items of interest are particularly requested for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN with its special class of readers is not only an exceptionally good medium for securing publicity but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements. which will be inserted in a conspicious position at the uniform price of 15 cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for three successive issues or longer.

Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade or specially interested in it, who should not be on our list thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

THE LUMBERMAN'S NEW QUARTERS.

THE change of location, as announced in our last issue, has been carried out, and THE LUMBERMAN offices are now located at 20 Yonge street Arcade, Toronto. Our new quarters are in the heart of the city and very easy of access, which will tend to greatly facilitate our business and enable us to be in direct communication with lumbermen and our customers generally. We cordially invite all lumber manufacturers and dealers to call and see us when in the city, and we can assure them they will meet with a kind reception. The removal has necessarily caused us to be somewhat late with the present issue, but hereafter we will be out on time on the first of every month, and will spare no pains to make the CANADA LUMBERMAN more valuable to the trade with each succeeding issue.

IT is understood that the bill which was introduced at the beginning of the present session by Hon. Mr. Tupper, which was to take away the powers of the Privy Council in exempting certain rivers and streams from the operation of the act forbidding sawdust being deposited therein, will be dropped from the order paper this session, and for at least another season the sawdust question will be an undetermined one. This action has been taken owing to the absence of the Minister of marine and fisheries in Washington.

THE bill recently passed by the Ontario legislature respecting licenses, affecting registered lands, enacts as follows;—"Where a license under the revised statutes respecting timber on public lands, or under the revised statutes of 1887, was or shall be granted and the land is registered under the land titles act, the same shall be deemed to have been, and to be, subject to the rights of the licensee for the current year, or of his assignee, without the fact of such lands being so subject being expressed in the entry in the register, or in the certificate of ownership."

QUITE a sensation was caused in business circles in Quebec recently over the announcement that two notes, of $25,000 each, drawn by a leading timber house of that city, and made payable at Bryant, Powis & Bryant's, were posted at the Bank du Peuple for non-payment. It appears that Mr. Powis disputes the endorsation on the back of the notes by Mr. Davies, on his alleged power of attorney, and has warned the parties, who are ready to pay the notes, to pay the amount into court until the matter is settled by law. Mr. Casgrain is advocate for the bank, and will institute proceedings. It is likely that Mr. Davies will be brought back to Quebec, when the whole particulars of his financial losses and trade exploits will be made known.

AMERICAN walnut logs of good quality and planks of the first grade, says London *Timber* of recent date, are still in active demand at full prices. Lumber generally, however, shows signs of weakening. An enormous amount of all descriptions of goods is being consumed, but the recent importation has been very heavy, and consequently stocks of inferior cut stuff are rather more than ample, particularly at some of the yards. The stock, as shown by the dock returns, however, are considerably less than they were at several periods of last year, the best year that London importers and dealers in this wood have ever had. As the demand is better than last year, there are many who still consider stocks low. This is undoubtedly so with regard to logs, the growing tendency of which appears to be permanent scanty supplies, with a growing demand, in face of the general inferiority of imported lumber.

THE highest practical testimony to the efficiency of wood paving in London streets, says *Timber*, has just been given by the omnibus drivers and car men of the leading companies and firms in the metroplis. The Horse Accident Prevention Society recently issued a *plebiscite* among the drivers of the London Car Company, to the principal omnibus and cab proprietors, and the leading carriers, inviting them to vote for which they judged from their experience, to be the best and safest system of paving in vogue in the streets of London, and also which they judged to be the worst and most dangerous. The result not only shows the intelligent interest taken in this question by the drivers, but is such a one as will somewhat surprise those who have persistently and rancourously opposed the use of wood as a material for street paving. From the votes received and now published by the Society, it appears that 750 drivers and carmen declare wood to be the best and safest material; macadam comes next, with 219 votes; granite comes next with 197 votes, while only 51 pronounce in favor of what most people believe to be the most formidable rival of wood, viz., asphalte. But the result of the voting on the other side, namely, as to which is "the worst and most dangerous paving," is even more striking in comparing wood to asphalte. No less than 1,046 drivers declare that asphalte is the worst, while only 122 declare against wood. Whatever else may be said for or against this opinion, none will venture to deny that it is a competent opinion, and that it is a practical one. The intelligent bus driver or carman is the person above all others, who from his daily experience, is the best able to judge of a practical question of this kind, and this class of men have no interests in this matter which are antagonistic, either to the interests of their employers or to those of the public generally.

THE wise men in Washington and the savants in Ottawa, have within the past few weeks been making ringing changes on the tariff question, and between the two governments the Canadian lumbermen are getting pretty badly squeezed. The lumber schedule as reported in McKinley's bill remains as reported in THE LUMBERMAN last month. There has been a slight change in the phraseology of the provision which is designed to counteract the export duty imposed on logs by the Dominion of Canada, and which is in the nature of a retaliatory provision. That proviso as embodied in the perfected bill is as follows: "Provided that in case any foreign country shall now or at any time hereafter impose an export duty, tax or other form of charge, upon pine, spruce, elm, or other logs exported to the United States from such country in excess of the equivalent per thousand feet board measure of the duty fixed by this Act upon the sawed lumber manufactured from the logs of the kind hereinbefore mentioned, then the duty upon the sawed lumber herein provided for, when imported from such country, shall be forthwith increased to, and during the imposition thereof maintained at, an amount equal to the duty, tax or charge at any time imposed by such foreign country upon the exports of such logs to the United States. And that the Secretary of the Treasury be empowered and directed to enforce the provisions of this Act." Should the bill pass in its present shape it will virtually leave the import duty on Canadian lumber at $2 per thousand as it is has been in the past. In order that Canadians may derive a benefit from the proposed reduction of the import duty to $1.50 per thousand it will be necessary for the Dominion government to reduce the export duty on logs 50 cents per thousand feet. Such a course would, we feel sure, meet with the hearty approval of the lumber trade of this country, and in fact there is no reason why we should not be willing to reduce it to $1, or abolish it altogether, whenever the United States government sees fit to take similar action as regards the import duty on our lumber. Now is the time to act in this matter, and we hope the proper authorities at Ottawa will take immediate steps to further the interests of the Canadian lumber trade by making the required reduction.

THE Minister of the Interior in his annual report recently laid before parliament, makes the following allusion to the sale of timber lands in the North-West Territories and British Columbia: "The revenue from the above sources during the past year amounted to $102,732.61, a decrease as compared with 1888 of $19,-015.28. The timber dues are less than those of 1888 by $14,781.92, being for this year $77,071.97. Of the revenue for timber, $18,044.77 was derived from bonuses, ground rents and royalties on timber cut from lands in the railway belt in British Columbia, being $7,522.74 less than the previous year, but the crown timber agent reports that he has collected since October 31st the sum of $15,147.61 on timber cut within the 12 months preceding that date. Taking this amount into consideration, the dues collected for timber cut within the departmental year, namely, from October 31st, 1888, to October 31st, 1889, amounted to $33,192.-38, being an increase of $7,624.87 over the amount collected for timber cut during the previous year." The crown timber agent at Winnipeg reports that fuel is

somewhat cheaper than last year, cordwood on railway cars at Winnipeg being $2.75 to $4.50 a cord for poplar and spruce, respectively. About 18,000 cords of wood were sold in the Winnipeg and western markets during the year. As regards dues on burnt and fallen timber and forest fires in the northwest the minister says: "During 1887 forest fires in Manitoba and the northwest were more than usually destructive, and I regret to say that the experience of last year was equally unfortunate. One of the consequences of these fires has been the partial destruction of quantities of timber upon berths under license to mill owners. It is well known that unless the timber which has been injured by fire is manufactured into lumber within two years from the time of fire, it is rendered not only useless but harmful, inasmuch as it falls, and being highly inflammable is a constant source of danger to what living trees there may be still remaining in the locality. During the early part of last session, after conference with senators and members of parliament from Manitoba and the northwest, I issued instructions to permit actual settlers on Dominion lands to obtain permits for 25 cents each, enabling them to cut all the burnt and fallen timber under seven inches in diameter which they might require for their own use for fuel and fencing. This decision appears to have been very acceptable to the people. It has been suggested that the department should take further precautions for the prevention of forest fires. This might be possibly done if the staff of forest rangers were greatly increased, but the good to be derived from this large additional expense would, I am afraid, not be adequate to the cost incurred."

MICHIGAN men are now at Washington endeavoring to have congress take cognizance of the fact that there is no import duty on cedar, and that American operators are placed at a great disadvantage by Canadian competition. Farmers in Michigan, for example, who take cedar off their land after the lumbermen have been over it are injuriously affected. Canadians have been doing a rushing business, but the trade in poles across the line has been largely dull and unprofitable. It is said, however, that the senate ways and means committee does not take kindly to the proposition of placing a protective duty on cedar.

THE McArthur Bros. Co., of this city have put in the usual quantity of timber in Canada this season. They own a line of boats, and freight their own timber from the Georgian bay to Quebec, where it is transhipped for the European market, as they sell direct to English houses. Mr. P. McArthur, one of the members of this company, resides at Saginaw, where he is interested with S. S. Wilhelm and E. E. Eastman in lumbering operations. They put in a number of million feet of short logs, and also some board pine, in upper Michigan. The McArthur Co. is at present doing perhaps as large a timber trade as any other firm in the Dominion.

MR. W. G. PERLEY, M. P., a prominent and well-known lumberman of Ottawa, died at his residence on Wellington St. on April 1st, in his 59th year. The late Mr. Perley was born at Enfield, New Hampshire, on the 4th June, 1830. He received his education there and was twice married. Before coming to Canada the late Mr. Perley was in business with Mr. G. B. Pattee at Canaan, N. H. About thirty years ago Messrs. Perley & Pattee came to Ottawa, and on account of the water facilities decided to engage in lumbering at the Chaudiere. The Bronson's were already located on the island, but at that time the place was very wild and there were few improvements. The firm of Perley & Pattee purchased a site from the government, and the next year built a mill. In 1869 the mill was burnt down but was built thrice its original size. At first the firm purchased their logs, but they soon began to buy limits for themselves. The first limit bought was that on the Coulogne. Their area of limits was gradually increased until the firm now owns 1,800 square miles of limits. Improvements were made to the mill year by year until it became a very extensive and valuable property. In 1887 the late Mr. Perley was elected a member for Ottawa. He was associated with Mr. J. R. Booth in the construction of the Canada Atlantic railway, and was also part owner with Mr. Pattee of an orange plantation of 100 acres at Riverside, California, which has the reputation of being one of the finest in that section. The late Mr. Perley devoted himself entirely to business, but a few years ago Mr. G. H. Perley and Mr. C. B. Powell were taken into the firm, since which time he ceased to take a very active part in the business, but he continued up to the time of his death to visit the office and interest himself in the management. He was a man highly esteemed by all who knew him. His funeral was a very large one, some three hundred vehicles being present.

THE parliamentary committee appointed to consider Mr. Taylor's anti-foreign labor bill met again last month and examined a number of witnesses upon the subject of foreign labor W. W. Graham, foreman of the saw mill on the St. Croix river at St. Stephen, N. B., testified to the effect of the American act at that point. He said that perhaps there were 100 Canadians who lived in St. Stephen and formerly worked in the states, but were now prevented from doing so. About 450 Americans came over to St. Stephen to work, but no fault was found until Canadians were prevented from going to the other side. In one saw mill, which was run by Canadians, but was situated beyond the center of the river, and consequently in American territory, Canadians could not work, but an adjoining mill, owned by Americans and situated in Canada, was at full liberty to employ whom it liked. What they wanted was fair play. A Canadian section man on the St. Croix & Penobscot railway was informed by the president of the company a few days ago that he must move to the states or leave the company.

THE commercial editor of *Le Canadien* has been interviewing some leading Quebec shippers and dealers on the prospects of the timber trade for the coming summer with the following results: Mr. R. R. Dobell, of Dobell, Becket & Co., said:—I regret that prices of timber are too high, the supply exceeds the demand and the market is somewhat overstocked. But it may be said in general that trade is excellent. The demand is fair, and will be certainly much larger this year than for a considerable time back. We shall have a large number of steamers in port this summer, if we can get fair treatment from the Ship Laborers' Society. There is no doubt that the conduct of the Society for the last couple of years has caused trade to desert our port. Masters wishing to have no trouble with the laborers have taken their ships elsewhere. Possibly this year again a number of owners may hesitate to trade at Quebec for fear of difficulty with the Society. The latter should have mainly in view the attracting to Quebec of as much trade and work as possible. For this a good understanding and good will are necessary. The further we go, the more will the carrying trade be done by steamers, as more speedy and less costly. Trade is good, but the best advice we can give to manufacturers and merchants is to be prudent. In England business is lively, but the slightest falling of in the demand might entail loss on exporters. Lt-Col. Forsyth, of the firm of J. Bell Forsyth & Co., said:—A large demand for deals is generally looked for this summer in the port of Quebec, and the trade in any case promises to be still better than last season. Prices for white pine are high in England and for the moment the demand is not as active as at this time last year. The pine deal market is quiet, but a decided improvement is reported in spruce deals. Altogether, from the best information obtainable, the timber trade to day is satisfactory, with an evident upward tendency. All our merchants look forward to a very profitable season. Mr. Herbert M. Price, of Hall & Price, owners of the Montmorency mills, spoke of the sawn lumber business. According to him the indications for the coming season are most encouraging, with a fair English demand. Spruce deals are selling at very good prices, and the market is better than for the last two years. Spruce is in great demand on the American market, indeed it is extraordinary how this wood has been sought for within the last couple of years. It follows that manufacturers have no difficulty in placing their goods, certain qualities especially. The American market is very much improved. For certain qualities of spruce the prospect is very good, and hemlock will also be in demand. The retail lumber business is very thriving, tamarac and hemlock being more largely used than in former years. Altogether, an excellent business is expected this coming season.

SPLINTERS.

IT is stated that Canadian capitalists have purchased forty thousand dollars worth of standing timber in Carrol county, Virginia, and will erect large saw mills.

* * *

A GREAT sale of valuable timber and mineral properties will be held at Knoxville, Tenn., May 21st. A full description of the properties for sale will be found in our advertising columns.

* * *

WHAT'S the matter with the station agent at Midland? Like the proverbial flea when he's wanted he's some place else. Fashionable business hours won't do when lumber has got to be shipped.

* * *

WE are requested by the Toronto Hardwood Lumber Co. to announce that Mr. F. S. Miller has no further connection with that firm, and that they will not be responsible for any business he may do in their name.

* * *

THE auction sale of Gilmour & Co's, mills and limits, on Gatineau and Trent rivers, advertised to take place at the Russell House, Ottawa, on the 9th day of April, has been postponed until the 31st, of July. See advertisement in another column.

* * *

WE are indebted to our friends F. G. Strickland & Co., of New Westminster, B. C., for a splendidly gotten up illustrated view of that city. It was issued as a holiday supplement to the *World*, and so great has been the demand for it that it was necessary to issue a second edition.

* * *

MESSRS McARTHUR BROS., lumber merchants of Toronto, have struck it rich, having purchased a newly discovered gold mine, 18 miles north of Thessalon, for the sum of $7,500. Assays made by Professor Hays, of Toronto, of some of the specimens run as high $44,000, to the ton.

* * *

FOUND at last, a practical friction Grip Pulley and Cut-off Coupling, simple, efficient, instant in its action, applicable to the heaviest, as well as the lightest machinery and shaft. Patented in Canada and the United States. Send for particulars to Waterous Engine Works Co., Brantford, Canada. Mention this paper.

* * *

ON the order for the third reading of the bill to amend the timber slides company's act, Mr. Hardy moved the further consideration of the bill in committee, and the amendment of several of its clauses. The amendment did not affect the principal of the measure which was again reported to the house, and afterward read the third time.

* * *

JOHN CHARLES RYKERT, M. P., of timber limit notoriety, member for Lincoln has resigned. Mr. Rykert seems merely to have forestalled the action of the House, as the investigating committee were to have unanimously reported him guilty of conduct corrupt and discreditable. The general feeling appears to be that Mr. Rykert took the wisest course in resigning.

* * *

THERE were exported from the Ottawa consular district to the United States during the quarter ending March 31st, 1890, lumber amounting to $203,292, against $387,521,67 during the same period in 1889. There were also exported during the first quarter of the present year to the United States, box shooks to the value of $847; plank decking, $2,737; lath, $8,511; pickets, $2,214. In bond for export lumber, $71,353.

* * *

THE lumbermen of London have effected an organization which is practically a branch of the London Chamber of Commerce, and is to be known as the Timber Trade Section of that body. At this late day they have been seized with the co-operative idea, having discovered that they can accomplish more through the instrumentality of an organization for mutual aid. In "unity there is strength," and we trust the organization will achieve an abundant measure of success.

THE Winnipeg *Commercial* of recent date says: In the lumber trade there is not much movement yet, but some shipments have been going forward to start new yards at country points, or sort up old dealers for spring business. The tendency is easy in lumber prices, owing to competition from imported lumber. Some cutting in prices is likely to result at points where there is competition from Minnesota lumber, though it is expected that association prices will be maintained as closely as possible at the Lake of the Woods mills.

THE lumbermen of Toronto are now more hopeful of securing their asked for reduction in the tariff on lumber, since the Grand Trunk Railway Company have issued a circular to the coal dealers announcing a reduced tariff on coal and coke, in car lots of not less than 24,000 each, from Buffalo, River Street Station, Black Rock and Suspension Bridge, N. Y. The new tariff has already taken effect, and the principal item in it is the lowering of freight on anthracite and bituminous coal, the reduction on the former being considerably more than on the latter.

IT is stated that the prices of redwood lumber have fallen so low at San Francisco that there is no longer any money in the business for millmen, and a proposition is now on foot to form an organization, under which combine, the manufacturers would unite in consigning their cargoes to one representative house in that city. This action, it is claimed, will give redwood men the same advantages as those enjoyed by Oregon and Puget Sound mill owners, nearly all of whom are represented by the Pacific Pine Lumber Company, which takes charge of all cargoes arriving, fixes schedule or standard rates, and secures uniform values for cargo lots.

THE building of the Sault Ste Marie and Hudson Bay Railway will open out a new field for lumbering operations. By a recent exploration of the line of this road between the Sault Ste Marie and the Canadian Pacific Railway it is ascertained that fifty miles of the territory intersected is thickly covered with white pine timber, and the other fifty miles is heavily timbered with black and yellow birch, maple, oak, hemlock and tamarac. The latter kinds of timber are not floatable, and consequently cannot be taken to market without a railway. There will be large quantities of pulp wood, cedar and tanbark to go over this road, which will find a ready market at Sault Ste Marie.

THE Lumber Manufacturers Association of Michigan, recently formed at Saginaw, and which is supposed to embrace all the products of lumber in the state, has issued a scale of prices for common assorted Norway and hemlock bill stuff delivered on the cars as follows: Norway from 12 to 40 feet long, 10 inch, from $10 to $25 per thousand; 12 inch from $11 to $28; 14 inch from $14 to $32; over 40 feet long, $1 for each additional foot. Common assorted hemlock bill stuff from 12 to 40 feet long; 10 inch from $9 to $19; 12 inch, from $9.50 to $19.50; 14 inch, from $10 to $20; and $1 extra for each additional foot over 40 feet in length.

SHIPOWNERS, merchants and others handling ocean cargoes at Quebec, and the representatives of the Ship Laborer's Union have agreed upon a basis of operation for the year 1890-91, so that the interests of each may be protected throughout the year. The rate of wages on sailing vessels loading and discharging have been fixed at $3 per day of nine hours, taking effect April 1st, and to remain in force up to November 30th inclusive; and from that date up to March 31st, at $2 per day. The rate of wages on ocean steamers, loading and discharging, have been fixed at $4 per day of nine hours, going into effect on the same date and to remain in force up to November 30th inclusive, and from that date up to March 31st, 1891, at $3 per day. The shippers of lumber and timber agree to employ none others but members of the Ship Laborer's Union on all vessels controlled by them, and further guarantee that the members shall be paid the rate of wages above mentioned. The same rate of wages will rule at St. John during the same period.

THE Waterous Steam Fire Engine is gaining daily in popularity. Last month three of their No. 5, city size, were sold in the city of St. Paul, and one of the smaller size to a New York house. This month leads off with a large No. 5 to the city of Buffalo; a No. 2 to Fairfax, Minn.; a No. 2 to Madison, Minn., and still another to Appleton, Minn., while the Michigan State penitentiary, at Marquette takes a No. 1 hose cart. The following No. 1 hose carts have been placed in Canada within a year, two each to Simcoe and Lakefield, one each to Bobcaygeon, Teeswater, Nananimo, B. C., Shelburne, Carleton Place, Aylmer, Parry Sound, Winnipeg, Man., and Collingwood. The town of Simcoe has two engines, Lakefield, Bobcaygeon and Parry Sound each one.

COMPLAINTS have been made by owners of lumber mills along the Ottawa river above the Chaudiere Falls, that the Canadian Pacific Railway Company refuse to furnish sufficient cars for the conveyance of their lumber to market. They say that the company's rolling stock is employed in the through traffic from St. Paul to the seaboard, and that consequently local points are neglected, while the rates charged for the carriage of local freights are exceedingly high. The lack of sufficient provision for the conveyance of their lumber to market is felt severely by the mill owners, particularly during the winter months when there is no outlet by water. The Dominion government should include in their great canal colonization scheme the Ottawa river canal, as the construction of that work would give the lumbermen of the Ottawa district an outlet for their products by water for at least six months in the year.

THE *Mississippi Valley Lumberman* says: A feature of the McKinley tarriff bill, now before Congress, is criticised by some of the New York lumbermen. They find that the bill provides for a duty on all kinds of pine in the rough of $1.50 per thousand feet, with a duty added on planed or dressed lumber of 25 cents. The extra duty is presumably put on in the interest of American labor, but the difference in freight on planed and rough lumber between Toronto and Albany is 40 cents a thousand, making a premium of 15 cents per thousand for planing on the Canadian side. Spruce lumber, which is the cheapest lumber known except hemlock, has a duty placed on it of $2 a thousand. There is very little spruce in the country outside of Maine and no interest can be subserted by protecting lumber of this class. Evidently the McKinley bill will need a good deal of overhauling before it will become very available or very satisfactory to the lumbermen, who, as a class, are willing to accept absolute free trade in lumber.

A VERY large and influential deputation of the lumbermen of the Ottawa Valley, numbering about forty in all, waited on Hon. Geo. E. Foster, and Hon. Mackenzie Bowell, to protest against the proposed duty on heavy mess pork. The deputation was introduced by John Bryson, M. P. and Mr. Robillard, M. P. Amongst those present were, Messrs. J. R. Booth, Allan Gilmour, Hiram Robinson, H. K. Egan, Alex. Fraser, Westmeath, R. Gorman, R. Nagle, R. H. Klock, R. Blackburn, Parker, of Buckingham, Warden of Ottawa county, David MacLaren, Ald. J. Henderson, E. H. Bronson, M. P. P., F. P. Bronson, Capt. Berkeley Powell, Gillies Bros., Arnprior; R. Hurdman, Thos. Raphael, Robt. Conroy, G. B. Greene, Secy. Upper Ottawa Improvement Co, W. R. Thistle and many others. At present the duty is $2 a barrel, and it is proposed to increase it by a half cent a pound which will make the duty $3.20 a barrel. The lumbermen asked no alteration in the proposed duty on lighter porks. The ministers informed the deputation that the matter would receive due consideration.

MR. W. D. DIMOCK, representing the firm of Birrel & Kent, of Truro, N. S. and Mr. T. S. McMullen, accompanied by Messrs. Putnam, McDonald, Dickey and Sir Adams Archibald, M. P's., recently called upon Sir John MacDonald to urge upon him the necessity of reducing the present rates on timber carried over the Intercolonial railway. "These two firms" (Birrel & Kent and T. S. McMullen,) says Mr. Dimock, "handle two-thirds of the lumber product of the province. Mr. McMullen paid last year $23,000 in freight on deals, etc. carried by the I. C. R. to Halifax for shipment, and if the present increased tariff were then in force, he would have paid $6,000 more. The firm of Birrel & Kent paid $10,000, but would have had to pay $2,000 additional had the present rates been charged last year. Of the sixty-six million feet cut in Nova Scotia last year, forty million were transported to Halifax, the port of shipment over the Intercolonial railway. But if the increased tariff is to go into force this year, we will not be able to ship to Halifax at all, as it will be cheaper to construct independent communication between the mills and seacoast, at the nearest available ports on the Bay of Fundy or elsewhere." The delegates conferred with Mr. Schreiber, Chief Engineer of government railways, and Mr. George Taylor, general freight agent of the Intercolonial, and afterwards interviewed Sir John Macdonald upon the question of freight rates. Sir Adams Archibald and Mr. Dimock went fully into details to show the necessity of a reduction of the Intercolonial freight tariff. Sir John promised that the matter would be fully investigated by the government at once, and that during the Easter recess the question of railway freight would be decided.

LUMBERMEN AT MONTREAL.

AN imposing deputation from the lumber section of the Toronto Board of Trade visited Montreal, April 10th, for the purpose of interviewing Sir Joseph Hickson, general manager of the Grand Trunk railway, in regard to the scarcity of cars and other matters pertaining to the lumber interest. The deputation consisted of A. K. McIntosh, Joseph Oliver, J. L. Spink, George Gall, A. A. Scott, James Tennant, S. C. Kanady, J. Tennant, H. N. Baird, E. A. Wills and Messrs. H. Brennan and J. Thomson, of Hamilton. At the interview in Montreal besides Sir Joseph Hickson, there were Messrs. Sargent, Wainwright and Stephenson, of the Grand Trunk, and before these gentlemen were the grievances of the lumbermen laid. Three things were complained of—the scarcity of cars, the lack of locomotive power, and the want of a car superintendent at Toronto, from whom full information could be obtained regarding the whereabouts of cars. Referring to the lack of cars and want of locomotive power Mr. Hickson admitted that the complaints of the deputation were just. He acceded the point that there had been just cause for complaint for some time back, but explained it by the fact that there had been an extraordinary demand for ice, and that also a large number of cars had been required to carry dead meat this year. The majority of the engines had been used to convey this ice, and another thing was that long box cars could not be procured to carry lumber, as the foreign roads would not let the road have them except for ice. The lumbermen, however, contended that their regular traffic had no right to suffer because of an extra ice traffic, and they also thought that the Grand Trunk railway should be a wealthy enough road to own rolling stock without relying upon other roads. The interview lasted over two hours, and ended by the promise on the part of Sir Joseph Hickson that immediate steps should be taken to procure more cars and locomotives so that lumbermen might catch up with their back orders. In regard to a car superintendent in Toronto, Mr. Hickson decided to make a change in Mr. Wragge's office. There will be a superintendent appointed from his office who can give all information in regard to cars, and also order the movement of cars from outside points. Sir Joseph also asked the deputation that when any complaints should be made, that they come through Mr. Wragge's office and not through local agents or subordinate offices. If the promises given by Sir Joseph Hickson are carried out there will be no further need for lumber or other merchants to complain of a scarcity of cars or lack of locomotive power on that road. The deputation was well satisfied with the interview.

FILING VS. HAMMERING SAWS.

"Since the hammering of circular saws has been taken up by filers and saw experts the impression has gained ground that all the sins of the lumber pile are due to bad hammering: that if the saw is well hammered it will make good work, whether it is well filed or well tended at the brakes; and on the part of the proprietor the mill is allowed to get out of repair, track crooked, saw arbor sprung, collars out or wobbled, and things generally loose," says a writer in the *Mechanical News*. "The saw is bundled off to the shop to be hammered, or a man sent to the mill and roundly cursed because he did not make the saw perfect. I have had considerable experience on both sides, and therefore this letter.

"When saw makers charged $15 to $18 for hammering a 50-inch saw, and it cost $3 to $5 more for express or freight, the mill man looked well to his works; but now the proprietor is easily 'fogged' by the lazy sawyer. He says, 'She is warped or rim-bound. I can't make good work. You must get a new saw.'

"I wish to say to my brother sawyer from an experience of many years as hammerer, filer and sawyer, that not one saw in a hundred gets 'rim-bound,' as he terms it; but as his assertion is indefinite anyway, this name may do as well as any. But if allowed to be a little pointed in my remarks, I should say the sawyer himself was 'rim bound,' that his conceptions were inclosed in too small a space. He is ready to blame the makers of the saw, when he himself is to blame. I will make here a pretty strong assertion, that I can make 90 per cent. of all the saws that leave the shop of the maker or of a good hammerer, run well without the use of a hammer. Once the sawyer resorted to every expedient to save the expense of repairs on saws; now he goes back at once on Mr. —'s saws and wants him to send a man forthwith. The maker meets competition and must keep his reputation, so he sends a man, a hammerer, of course, when he should have sent a practical sawyer. The saw maker of the shop will at once detect the variation of the saw from truth and yet be immensely puzzled because it does not 'stand up' to the work. He knows that a saw sent to Mr. —'s mill runs first-class, and this one is just as well made and runs the same speed. He comes from headquarters, and must not even look serious, but fix the trouble at once, when he can't. I pity him; if he had only been five or ten years at the brakes too, the mill man would not 'bamboozle' him so easily.

"The saw makers have a stereotyped paragraph in their catalogues that a saw must be filed square, set both sides alike, and the track straight and in line with the saw, the collars true, &c. &c, That is theory—a good one as far as it goes. His man, not one in ten that he sends out, is close enough in his work to make it so; besides, he is not quite loyal to his employers. He says, 'That is not my hammering.' Now the fact is, he would promote the reputation of his house much more if he located the trouble with the mill in place of the saw; but the tension of the saw is his hobby, and that covers all. So thinks the sawyer, and he forthwith opens the saw with his hammer. This helps the matter some, or a saw hammered so open that you can heat the rim considerably with the guide pins before it will run snakey will bear leading with the guides. The sawyer thinks this is good and sets it down at once that all saws should be so. Not so. You will soon have trouble from another source. Your saw will get canted and set bulged, when it will have to go to the shop sure, with lots of other sins. The fact is, the makers are generally right, (not always); the saw, if subjected to no accident, will get off at once if your mill is right. 'Well, tell us what is wrong.' That is what I am going to do in another article.

"I am a saw hammerer of years of experience, and make bold to 'say my say' at the risk of being called 'He knows it all.' The fact is a saw properly filed and set for the work it is doing and run on a true arbor, and properly lined with the carriage, incident to the kind of timber, time of year, whether hot or cold, whether above or below freezing point, whether dry or water-soaked, whether New England pasture oak or Vermont rock maple, or Quebec spruce, or western pine, should run well if properly hammered, is true; but every one of these conditions hinges on the other.

"Most makers prefer their saws to go in steam mills, for steam power averages better than water power. It is a hard task for the hammerer to strain his saw for 900 or 1,000 turns out of the cut, then dash it on three or four inch feed, and slow the speed down to 500 or even 300 revolutions per minute. This is the case in many water mills. The fact that a saw can do some business in a mill of 10-horse power does not hold good that the same saw will do in a mill of 80-horse power. It takes more power to drive a saw than most people think."

BAND VS. CIRCULAR SAWS.

[New York Lumber Trade Journal]

When the advocates of improved processes introduced the circular saw, few sawyers and mill men believed it possible that a log could be converted into lumber without the stubshort, or some means to hold the board and keep it from falling back against the machinery; but the circular, like all good inventions, came to stay, and the old Mulay saw was taken to the scrap pile, norwithstanding the violent and stubborn opposition. Belts superseded the cumbersome coarse gearing, and better lumber and more of it was the result. Following closely upon the circular saw came the adjustable tooth, which at the time of its first introduction was deemed equal to a dynamite factory in point of danger, and none would attempt to use them for fear of being shot; but the inventors were intrepid, and stood by their saws with adjustable teeth while making thousands of revolutions per minute and passing through hundreds of knots. Of course they were adopted and came to stay, and now the solid tooth circular saw mill is considered a fit companion for the key-winding watch and muzzle-loading shot gun, all of which have been crowded to the wall in less than a quarter of a century.

Circular saws, as compared with the old Mulay, were great timber savers, but the demands have drawn heavily on our forests, and the sawdust taken as good timber to produce as the finest board. The inventor of the band saw now saw an opportunity to lessen the amount of sawdust and at the same time render plethoric his pocket book. He tried it, he worked it, and called it a success. He induced the lumbermen to do the same; they did, and indorsed his discovery; and now where the supply of timber and lumber corresponds, the band saw is invariably found. After the band saw, what?

A valued correspondent, who remained a skeptic as long as he could, now thinks all others lacking in enterprise that will not use band saws altogether. He has been using band saws for some time, and claims unvarying success. Of late years his company has at no time used a band mill with less than twenty thousand feet capacity, and has fifteen of them in use at one time. With one mill they sawed thirty thousand feet of inch boards in ten hours. The company, speaking of a general average, state they have sawed six million feet per year, and, outside the sawing of timber, *e. g.*, the production of more salable lumber per round thousand of logs, their lumber commands a much better price, as the surface is smoother, requiring much less time, power, and loss of material to plane down ready for use.

With reference to the economical features, these are varied. If we take a given quantity of logs, estimate the amount of lumber they will make, we must make due the allowance for sawing; this means sawdust, the production of which means power and plenty of it; hence the smaller the pile of sawdust made, the less power required in producing that lumber, other things being equal, and if we make the estimate of this unbiased, the result will be astounding.

It is claimed that a sixty-horse power engine will run three band saw mills, each having a capacity of twenty-five thousand feet per day, and still have a surplus power sufficient to run all the edges and cut-offs, to trim the lumber ready for market at one handling. The writer knows of several mills having thirty-horse power engines, that do not produce ten thousand feet of lumber in a day—from daylight till dark. Take the foregoing as a base of figures, place the average of these mills below what is positively known to be, say twenty thousand feet each per day of ten hours, at a very low estimate, see what will be saved in a saw kerf alone. The best band saws only consume an inch in making twelve trips through the log; now the ordinary circular saw, on the hypothesis of it being perfectly adjusted, evenly set, and by expansion at periphery does not wabble and cut a wider swath. Some saws will do this, we all know; here we have a saving of two thousand feet, or, in round numbers, one-fifth more lumber than what goes into sawdust, for which in some cases furnaces are erected to burn the gigantic piles, and many an entire saw mill has gone up in smoke thereby.

As a regular financial transaction, the following facts are readily deducible: taking the general average price for all kinds of lumber ordinarily made in large mills, this twelve thousand feet of lumber destroyed would be worth ten dollars a thousand, making just one hundred and twenty dollars absolutely lost every day the mill is running, in lumber alone. Of course the price given is a very low estimate, but all the quotients obtainable appear far too large; curtail these prices the best we may, the average proportion of this loss would be uppers, the best as well as the poorest lumber, leaving with this company's plant a saving of thirty thousand dollars in a two hundred days' run, making due allowance for breakage, stoppages, etc.

Say three mills cost six thousand five hundred dollars each, put up and started exclusive of power, there would still be left a neat little margin of twenty-three thousand five hundred dollars saving in two hundred days and still have the mills; figures that tell plainly what may be saved. With the above estimates no calculations are made of the increased power required to produce this great pile of dust falling from the circular saw; if this were added, the results would appear as the high wrought dream of some band saw crank, but they are already fearful, and we will not attempt to make them more so.

LUMBERING PAST AND PRESENT.

"Speaking of lumbering, said a prominent New Brunswick lumberman the other day: "There is no business in which the advance and improvements over old plans and methods have been more rapid and complete than in the lumbering operations in the woods. Why, said he, it is only a few years since the man who went into the woods in the fall, saw no signs of comfort until he came out in the spring. The accommodations were all of the most rude and primitive character, the camps were generally built after the men went into the woods, and were mere protections against the weather, the men laid down at night on some boughs, with such covering as they might happen to bring into the woods with them; the fare was the most common kind, being chiefly pork and fish—none of the present comforts being heard of in those days. It was on the streams that the men suffered most. From long before daylight in the morning until after sundown at night the men drove the lumber down the swollen streams, and often drenched through at night by an accidental bath in the cold water, or by a beating rain, they laid down on the cold ground without covering of any kind and slept until morning. They always laid close together and built huge fires, which two men of the party, in turns, kept blazing all night long, and by the time the men were ready to turn out they were pretty well dried, provided it did not rain during the night. Now these things are all changed and the old plan of getting along in the woods has given way to the progressive spirit of the times, and the man who goes into the woods for the winter very often goes to a house far better than the one he left his family in at home, and almost always more conveniently appointed. The lumber camps of the present day are substantial and commodious, are fitted up with all the modern improvements. A good cooking range and a good cook are the first essentials. The sleeping accommodations around the sides of the camp are well supplied with straw beds, and plenty of woollen blankets. The "grub" is of the best quality and the most nutritious that the country affords. Beans and pork and hot buns form the morning meal, a dinner of cold meat and bread is carried to the men in the woods, while a hot supper of

fresh beef, potatoes and some kind of pudding, or perhaps codfish or soup awaits them on their return to the camp in the evening. The evening hours are spent in various ways, some of the men grinding axes, others mending socks, mocassins or snowshoes, others reading a book or a late paper sent them by their friends at home, while another plays the fiddle or entertains the company with a song. No card playing is ever seen in a well regulated lumber camp. A bundle of papers or books from the regions of civilization is looked upon as a great treat, and goes the rounds of all the men, who read everything, even to the advertisements. The old method of driving is improved on, the men being well fed and sleeping in tents each night. Taking everything into considesation the life of the lumbermen of the present day is a comfortable and healthy life."

SAWDUST--A CURIOUS PHENOMENA.

When the ice was moving down the river a couple of days ago, says the Ottawa *Journal*, a curiosity was visible on the surface of one of the big floes. An archaeologist strange to the neighborhood would have pondered long and curiously over the thing, and if depending wholly on his own conjectures as to its cause, he would have been as wise at the end as at the beginning. It was a huge oval excresence or ring of sawdust on the surface of the ice, from fifty to one hundred yards in diameter. The ring was perfectly clean cut, the sawdust marking it being several feet in depth. Several thousand loads of sawdust were there. The archaeologist would ask himself in vain how the sawdust came there on top of a thick field of ice in mid-water, laid out so beautifully but with no apparent reason whatever for its being. He would have to turn to one of the natives for an explanation. Then he would be informed that during the winter, when the ice was sound and strong, half a foot in thickness, and at a spot where scores of persons had a few hours before been skating and amusing themselves, there came an upheaval from the depths of the Ottawa, a crashing explosion, a shattering of the solid ice over a considerable area, and a foul geyser of rotten eruption throwing a tremendous ring of sodden sawdust on the ice around. Then the river froze over again at leisure, but with the huge sawdust ring reposing on its white surface to commemorate until spring the bondage of the river to the saw mills at the Chaudiere.

Is it possible that this foul gas exploding from the sawdust deposit on the bed of the river could be generated in fresh sawdust? The argument of the sawdust apologists is that each spring the freshets clean out from the channel the sawdust deposit of the previous season. Yet here in the channel we have a foul eruption indicating the presence beneath of thousands of fermenting tons of sawdust. Did all the sawdust get there in the previous season only, or if it did, could it so soon become rotten enough to furnish such an explosion? An explosion which is stated to have broken some windows on shore.

WOOD AS FOOD.

Probably no modern science presents a wider field for speculation than that of chemistry, and more especially, perhaps, that branch of the science which treats organic compounds, says the Lancet. Since the day when Wohler overthrew forever the notion that organic substances were exclusively the products of the operation of a so-called vital force by his discovery of the synthesis of urea, a great number of bodies, hitherto obtained only in Nature's laboratory, have successfully been built up, as the result of a careful and most minute study of their exact nature.

The discovery of the preparation of substances by artifice, more particularly the dyes, has as a matter of course influenced very considerably home and foreign industries. What shall be said, then, when chemistry promises to solve hard problems of political and social economy? In an address delivered at Heidelberg, by no less eminent an authority than Victor Meyer, it is announced "that we may reasonably hope that chemistry will teach us to make the fibre of wood the source of human food." What an enormous stock of food, then, will be found if this becomes possible in the wood of our forests or even in grass and straw. The fibre of wood consists essentially of cellulin, C6, H10, O5. Can this be made to change into starch? Starch has exactly the same percentage composition, but as everone knows it differs very much in its properties and the nature of its molecule is probably much more complex. Cellulin is of little or no dietic value and it is not altered, like starch, in boiling water. It really gives gluecose when treated with sulphuric acid, as is easily shown when cotton-wool, which is practically pure cellulin, is merely immersed in it. Starch gives the same product when boiled with weak acid. The author further quotes the researches of Hellreigel, which go to show beyond dispute that certain plants transform atmospheric nitrogen into albumen, and that this process can be improved by suitable treatment. The production, therefore, of starch from cellulin, together with the enforced increase of albumen in of plants would, he adds, in reality signify the abolition the bread question. It must be borne in mind, however, that theory, fascinating and promising though it may be, is not always capable of being followed up by a practical result.

BRITISH BOARD OF TRADE RETURNS.

The Board of Trade returns for the month of March, show the imports to be £36,140,000 being a decrease of £125,000, or about ¼ per cent. The exports to £20,067,000, a decrease of £1,392,000, or about 6½ per cent. The total value of the imports for the three months is £105,282,000, a decrease of £1,334,000, and that of the exports £62,738,000, an increase of $2,081,000.

The imports of hewn and sawn wood of all descriptions for the month were almost identical with those of March, 1889, the figures showing only two loads in favor of the present year, the excess of 23,935 loads of hewn being counterbalanced by a similar falling off of sawn.

The first three months show a falling off in the imports of all descriptions of wood goods of 21,106 loads. The same discrepancy between hewn and sawn timber is very noticeable, the former showing an increase of 30,526 loads, and the latter a decrease of 51,632 loads. In the hewn timber the imports from every country, with the exception of British North America show an increase, whilst in the sawn, the falling off is noticeable, particularly in the cases of Sweden and Norway and British North America, where it amounts to 33,159 and 10,351 loads respectively.

CANADIAN TIMBER LIMIT GRANTS.

A Washington correspondent of the *Mississippi Valley Lumberman*, writing from that city under date of March 31st, says, "Unofficial reports find their way to this city of investigations which have been started by the Canadian parliament on the subject of grants of timber limits by the Dominion government to its supporters. The statements made by Mr. Charlton, M. P., are startling and connect members of the government of corrupt practices. Mr. Charlton quoted grants of timber limits to seventeen members amounting to 850 square miles. The speech was made on a motion to impeach a member of corrupt practices. The limit which was the subject of impeachment was given the boodlers for $500 and was sold to Louis Sands, a lumberman of Manistee, Michigan, for $200,000. He complained of being swindled, and made a long affidavit on the situation. In connection with this affidavit it was stated that thirty-four members of the two houses of parliament had been given timber tracts at merely nominal figures. The total number of square miles so granted was 25,000, or 16,192,000 acres.

Sands in his affidavit said that a Winnipeg broker induced him to pay $10,000 for the refusal of the Cypress hills timber limit, at $200,000, provided that the limit turned out as represented, and contained 100,000,000 feet of good timber. The limit lay in the Northwest territory. He had it surveyed by a man in Manistee in whom he always had confidence, and he reported that it was as represented. He believes his surveyor was bribed. He paid the price and at a cost of $40,000 bought a saw mill and moved it to the limit. On his arrival he found that he had been made the victim of misrepresentation. Instead of 100,000,000 feet, the timber would not scale more than 20,000,000 and it was small stuff at that, and would cost more to manufacture than it could be sold for in that part of the country. In addition he found that the Canadian Pacific railway company was entitled to every odd section in the tract and he was obliged to purchase this from the company before he could do any work on one half of his tract. Altogether he made a strong case.

Complete figures of the amount of timber tracts disposed of in this way are not given in, except that there were 550 orders in the council, five years ago. With this method of disposing of government timber, it is not strange if lumber can be manufactured cheaper on the Canadian side of the line than on this."

Ontario Crown Lands.

The report of Hon. A. S. Hardy, commissioner of crown lands for Ontario for 1889, shows that 1,279 acres of clergy lands, realizing $1,262, were sold last year, and the collections on account of former sales of the same class of lands reached $3,972. The area of crown lands sold in 1889 was 53,640 acres, valued at $71,765, and the collections were $66,888. On account of common and grammar school lands $16,000 were collected. The total revenue from crown lands for the year was $1,204,639 and the cost of the department was $236,336. The fire ranging service was satisfactorily performed, very few forest fires occurring during the year. The total cost of the service was $15,468, one half of which will be collected from the holders of timber limits. 858 locations on free grant lands were made, covering an area of 114,050 acres. 386 patents were issued to settlers in free grant townships. A number of new townships were surveyed into farm lots during the year; and the outlines of eight townships at the head of Lake Temiscamingue, on the Upper Ottawa, have been run. From mineral lands the department derived $36,829 of revenue, 138 miles of colonization roads were constructed and 404 miles repaired. Eighteen new bridges were built and the total expenditure upon colonization roads and bridges was $103,666. The total receipts on account of land sales reached $114,913; timber dues, $947,883; ground rents, $64,767; bonuses, $66,058; fees, $980; refunds, $10,147. The total collections at the Ottawa agency of the Ontario crown lands department during 1889 amounted to $336,397, and the collections at Quebec an account of timber cut in the Ottawa district were $43,714. The areas covered by timber licenses in Ontario are: In the Ottawa division, 6,547 square miles; Belleville division, 1,489 square miles, and Western division, 9,190 square miles. The quantities cut in the Ottawa district last year are shown by the following table :—

	Pieces.	Feet.
White pine logs	1,982,874	237,665,827
Other logs	24,445	1,426,606
White pine square timber	33,868	1,754,382
Red pine do	9,869	356,787
Boom and dimension	63,855	10,880,521

The total number of white pine logs cut in the province last year was 6,802,308, measuring 725,727,633, feet; 86,231 pieces of white and 10,890 pieces of red pine square timber were cut.

THE owners of portable saw mills, says an exchange, working at a distance from transportation, so that they can market only the upper grades of lumber, should try their hand at sawing quartered oak. The demand is always active, and the prices paid for quartered oak are fully thirty per cent. more than for plain sawed oak. Most of the owners of portable saw mills with whom we have talked are afraid to undertake to saw quartered oak. They claim that they have never cut this class of lumber and are afraid they can not do it. Quarter-sawed oak is almost as easily sawed as plain oak, and requires but little more skill. There are various design and drawings showing just how a log should be sawed to produce the greatest amount of quartered lumber, which are safe guides to beginners. Any practical sawyer can cut quartered oak to advantage, in fact, in sawing oak in the ordinary way, the product will be at least 25 per cent., quarter sawed

THE NEWS.

ONTARIO.

—Lumber shipping is quite lively at Longford Mills.

—The Katrine mills will cut 10,000,000 feet this season.

—Robert Armstrong, lumber dealer, Kirkfield, has failed.

—Mr. Ainslie, of Comber, is erecting a new saw mill at Staples.

—The Kingston Car Works are now turning out two cars every day.

—J. Whiteside, Huntsville, is making an addition to his saw mill this spring.

—Mr. Geo. Thomson, of Zelland, is about putting a new engine into his saw mill.

—The Parry Sound Lumber Co., and the Conger Lumber Co. have started their mills.

—The saw mill of Messrs. Leishman & Sons, Bracebridge, commenced operations in March.

—McLachlan Bros., of Arnprior, have a drive of 200,000 saw logs coming down the Bonnechere.

—McMurchy's mill, at Sundridge, runs 24 hours a day. It cuts birch in the day and pine at night.

—The Georgian Bay Lumber Co.'s mill at Port Severn commenced running a couple of weeks ago.

—Mr. Gray, of Dundas, owner of a saw mill at Stillwater, purposes putting in a large shingle mill and planer.

—The Rathbun Company have taken nearly 200 carloads of posts from one locality in North Hastings this season.

—The saw mill at Thessalon will start running in a couple of weeks. The new engine and boiler are now in place.

—Messrs. Murphy & McRae, forwarders, have placed a number of barges at the Chaudiere lumber docks to be laden with lumber.

—There are twenty million feet of logs to come down the Thessalon river this summer, besides about six thousand cords of paper wood.

—John Ferguson's saw mill at North Bay, destroyed by fire not long ago, has just been rebuilt on a much larger scale than the old one.

—The Black River is opening up and the river drivers are preparing for the drive. Unless there is more rain the water will be lower than usual.

—Rat Portage people want the Ontario Government to buy off the lease of the Lake of the Woods islands from the Keewatin Lumber Company.

—Mr. Dyment's mill at Thessalon will be run to its full capacity this summer. A large new engine, boiler and smokestack arrived last week.

—James Playfair & Co's mill at Sturgeon Bay commenced running April 14th, one month later than last year, and is expected to have a full season's run.

—Now that the car famine has terminated, over one hundred cars of lumber a day are being loaded and despatched from the Chaudiere over the C. A. R.

—Messrs. McLachlan Bros.' mills at Arnprior, are being thoroughly overhauled and refitted with every modern improvement, previous to starting the season.

—Messrs. R. & W. Conroy are having their splendid mills at Deschene extensively repaired and it is said that cutting operations will begin about the first of May.

—The Rathbun company have 3,500 tons of ice stored at Rossmore, Prince Edward county. It took 50,000 feet of lumber to build the house in which to store it.

—Early in April snow was still five to six feet deep in the lumbering regions north of the Desert, where timber cutting was still going on as if spring had not yet appeared.

—River driving is booming in the Coldwater river. Water is plentiful and the logs are being run through in rapid order. The logs belong to Messrs. Trask & Co., Fesserton.

—A proposition has been made that a joint stock company be formed to purchase the plants and limits of Mr. I. Cockburn, Gravenhurst, and to operate the mill as formerly.

—Both railroads at Ottawa have been supplied with a large number of lumber cars. This will lessen the demand anticipated by forwarders when the boating season properly opens.

—Messrs. W. R. Thistle & Co. have sold their saw mill at Pembroke to a joint stock company composed of Messrs. Thos. Hall, Dunlop & Chapman, A. & P. White and John Bromley.

—The saw mill run by Paul & Wiseman, Havelock, has commenced operations. They have over seven thousand logs to saw, besides shingles, which will keep them busy at least six months.

—Messrs. Bronson & Weston's small lumber mill at the Chaudiere commenced operations April 21st. The rest of the saw mills are expected to commence work in the course of a week.

—Lumbermen are preparing to start their drives of saw logs down the Moira river and tributary streams. A large number of men have within a few days been engaged at Belleville for the drives.

—The sudden disappearance of the snow last month will inconvenience the getting out of wood in the north. One contractor near Havelock has hauled out some 2,000 cords but has still 4,000 cords in the woods.

—Messrs. Bronson & Co. are making a new tramway from their piling ground at the Chaudiere to the C. A. R. yards, so that in future they will be able to load their cars on their own grounds, and despatch them direct over the line.

—Messrs. James Maclaren & Co.'s lumber mills at New Edinburgh commenced operations April 21st and are now running full blast. There is an abundance of logs available and the season's cut, it is estimated, will be up to previous years.

—The mills of Murphy, Gates & Co and Maitland, Rixon & Co., at Owen Sound are approaching completion. These mills are the first to go into the wholesale lumber trade at that port. They will raft their logs from the peninsula and north shore.

—A long procession of shanty teams passed through Ottawa on April 5th, on the way to their homes from the timber limits of Cook & Co., on the Serpent river. They reported lots of snow still in the woods there, and a very successful winter.

—A Lake of the Woods lumberman says: This will be the busiest season on record at Rat Portage and Keewatin in the lumbering business. The mills will be fitted up with electric lights for night work. A larger amount of timber than usual has been taken out this winter.

—The cut of logs in the Ottawa district by the Chaudiere and Hull lumbermen is said to have been about 350,000,000 feet. Other firms in the Ottawa valley will turn out 2,700,000 logs or about 380,000,000 feet board measure, giving a total of 5,1000,000 logs or 730,000,000 feet for the Ottawa valley and upper Ottawa districts.

—A process of manufacturing Portland cement has been patented in Canada. The process consists in mixing clay and sawdust in certain proportions to a plastic mass; blocks are then formed out of this mass, these blocks are then dried and calcined under a white heat. The cement has been tested and gives excellent results either when used neat or mixed with sand.

—The Orillia *Packet* says: Mr. William Thomson, Orillia, who has had a contract for getting out timber for the Georgian Bay Lumber Co. in the township of Wood, has completed his season's operations and returned home on Monday. He is now arranging for shipping timber over the Grand Trunk Railway, having had the contract for loading in this district for eight or nine years. He says the quantity of board and timber got out this season is unusually large and probably three thousand cars will be required for moving it.

—The foundation and other mason work of the Rathbun Company's new dry-kilns at Deseronto are about completed. The new structure will be on a more extensive scale than the old one, another compartment being added. Mr. B. F. Sturtevant, of Boston, Mass., will furnish the apparatus which will be employed for drying the lumber. By the new system hot blasts of air will be driven into the drying compartments by powerful fans. It is supposed that the new kilns will be ready in a month's time. In the meantime temporary kilns have been arranged to meet the requirements of the sash and door shop.

—The exports from Canada during March amounted to $3,309,181, of which $433,663 were forest products. Included in above are goods not the produce of Canada, valued at $239,480. The importations for home consumption in March, were valued at $8,783,219, and the duty collected $2,046,837. Compared with the corresponding month last year both imports and exports show a falling off, the decrease in exports being due to the fact that over $1,000,000 worth of bullion passed through Canada. The exports for the nine months of the current fiscal year reach the total of $73,208,731, as compared with $65,541,095 in the previous year, showing the grand increase of $7,667,636. The value of the imports was $82,552,887 as against $72,246,110, or an increase of $10,306,777. The duty collected amounts to $17,494,499, as against $17,151,007 last year.

QUEBEC.

—The Quebec banks have about $2,000,000 invested in timber to forward to the European market this season.

—Mr. J. Campbell, of South Dudsville, is doing quite an extensive business in lumber and pulp wood this season, and Mr. M. W. Bell is building a saw mill at the same place.

—It is reported that the firm of McLaren & Ross, New Westminster, B. C., had engaged from Quebec some 500 French Canadians to work in or about their mills and logging camps this summer, but the report is discredited.

NEW BRUNSWICK.

—C. J. Keith & Co., of Havelock, have in their mill pond and on the banks about 3,000,000 feet of lumber ready for spring business.

—About 2,000,000 of the 5,000,000 of lumber cut by W. H. & J. Rourke, of St. Martins, during the past winter have been floated into the Irish river.

—The firm of Clarke Bros., Bear River, have in the adjacent rivers a drive of 30,000 logs which are expected to arrive at the mills in a few weeks. These will be manufactured in the saw-mill at that place, and shipped during the season to South American and other ports.

At the annual meeting of the St. John River log driving company the following directors were elected: W. H. Murray, C. F. Woodman, Franklin Stetson, Geo. B. Dunn, W. B. Beveridge. Mr. Murray was elected president and Mr. J. Fraser Gregory secretary and treasurer of the company,

—Walter Stevens, of Presque Isle, who has been lumbering on the head waters of the St. John, expects to get some 7,000,000 feet of spruce this season. This, with the drive he had hung up last year, will make nearly 12,000,000 he has to put into the market this year, if the season is favorable, and he has good luck.

—The drive of logs on the St. John river has been sold to Robert Connors at the following rates:

Grand Falls	24 cts.
Aroostook Falls	24
Salmon River	18
Tobique River	18
All points below	10

—J. D. Leary is trying a new experiment in timber raft construction this year. At several points in New Brunswick he has crews of men and teams building cribs on the ice. His plan differs materially from that adopted in the construction of the Joggins raft, in the fact that his tow will be made up of a number of cribs containing about 500 pieces of piling each. Each crib has a strong chain laid lengthwise in the centre of the timber, the whole being firmly secured on the outside by binders of heavy wire rigging. When completed a number of those cribs sufficient to make up the tow will be coupled together much the same as a railway train. Powerful tugs will transport them to New York.

NOVA SCOTIA.

—Sometime ago there was considerable talk regarding the construction of a dock at the head of the Bay, says the Amherst *Press*. The advantages to Amherst and surrounding country would be very great. The millions of feet of deals made in this section could then be shipped to foreign markets direct, instead of as now going first to Halifax or St. John, thus saving 50 cents per thousand to the producer.

MANITOBA AND THE NORTHWEST.

—Williams & Willoughby have opened out a lumber yard at Regina, Assa.

—Roberts & Crawford's mill is now busy at work on this side of the Riding Mountains.

—J. M. Taylor, planing mill, Portage la Prairie, is putting in new machinery in his factory.

—Garret & Mennie, machinists, Morden, are about to add a planing mill plant to their business.

—Campbell & Stevens, lumber dealers, Glenboro, have sold out to R. Logan & Co., and are moving to Carman.

—Mr. Shaw has received the machinery for his mills which will soon be in operation on the Valley river, Lake Dauphin.

—Mr. McPherson's machinery for a saw mill will soon be moved down into the settlement and established on the Vermillion river.

—The Boom Company on Rainy River has been extending and repairing all winter, and now have a first class boom in every particular.

—The Lake Dauphin district, says the Minnedosa *Tribune* will soon have three saw mills in operation. This district of northern Manitoba is evidently going ahead, though it is but a short time since settlers started to go into that section.

—Fred. Robinson, a Lake Winnipeg lumberman, has taken a partner. He is also erecting a planing mill at Selkirk.

—Campbell & Stevens, lumber dealers, Glenboro, have sold out to R. Logan & Co., and are moving to Carman.

—It is thought that reductions will be made this year in the freight rates on lumber from the Lake of the Woods mills to points in Manitoba.

—The Keewatin Lumber & Manufacturing Company are putting in a band mill this spring. It was furnished by Allison, of Milwaukee.

—Dick, Banning & Co. are putting in a new engine in their steam tug "Mary Hatch," which will make her the most powerful boat on the Lake of the Woods.

—About 1000 men will be employed by the saw mills at the Lake of the Woods this summer, and more lumber will probably be made than during any previous year.

—The Lake Dauphin district, says the Minnedosa *Tribune*, will soon have three saw mills in operation. This district of northern Manitoba is evidently going ahead, though it is but a short time since settlers started to go into that section.

—A judgment was recently given against the Winnipeg Lumber and Pine Company for false arrest. The judgment was in favor of one Miller, a wood-chopper, for $1,800. He was trying to hold cordwood under a lien when arrested.

—P. J. Brown, Chas P. Smith, Samuel Beatty, Henry E. Ridout and R. A. Staton, all of Toronto, Ont., are applying for incorporation in Manitoba as the Assiniboine Milling Company, to do a lumbering manufacturing business, with head office at Winnipeg. Capital stock, $45,000.

—Tenders for supplying the Winnipeg City Council for the year with two inch pine plank were considered recently, and that of D. Sprague of the Winnipeg saw mill at $16 per thousand was recommended for acceptance, as being the lowest. This is considered a very low figure, $4 or $5 per thousand less than the price paid last year.

BRITISH COLUMBIA.

—The first band-saw introduced into British Columbia is being placed in the McLaren-Ross mills at Westminster.

—Lumbering has been carried on quite extensively between Palliser and Beaver during the past winter and spring, the principal operators being W. C. Willis and the Robinson brothers whose lumber is shipped principally to the prairies.

—The Victoria *Times* says: The schooner Mary E. Russ, is discharging 90,000 feet of California redwood at J. Sehl's furniture factory. When this is completed she will unload the remainder, 110,000 feet, for Muirhead & Mann's sash and door factory. The cargo is said to be a very fine one of its kind, and it seldom happens that a vessel brings a full load of this wood for a British Columbia port.

—The Victoria Lumber and Manufacturing Company have placed a contract for a complete outfit for their mills to be established at Chemainus. The mill will have a capacity of 150,000 feet of lumber per 10 hours. The machinery will be furnished by the Wm. Hamilton Manufacturing Company, of Peterborough, Ont.

—Messrs. Ackerman Bros.' new saw and planing mills at Westminster are going up rapidly, and will soon be in running order. A large number of men are now employed on the erection of the buildings; the saw mill machinery has arrived and is being put in place. It is intended to make these mills complete in every respect.

—Messrs Hugitt & McIntyre, of Wisconsin, who purchased the mill owned by Sutton & Co., situated on Cowichan Bay, have placed the order for the machinery for their new mill. The order is for a new mill of a capacity of 150,000 per diem. It includes six steel boilers, 22 feet by 50 inches, and an engine of 250 horse power. The business is to be carried on by a company of Wisconsin capitalists, who propose to expend some $30,000 to $40,000 in clearing Courichan river and preparing it to run logs.

—Lumbering business is going ahead in British Columbia. The last of the machinery for the McLaren-Ross mill, at New Westminster, has arrived and the mill will be in operation during the present month. The capacity will be 200,000 feet per day. The roof is on the new Brunette saw mill at New Westminster and it will be sawing in a short time; its capacity will be 125,000 feet per day. The North Pacific Company's mill on the Burrard Inlet, about three miles from Port Moody, will be ready in about eight months and will have a capacity of 100,000 feet per day. The Vancouver Saw Mill at Vancouver, recently purchased by Edwards & Webster, of New Westminster, has again been put in operation. The mill will eventually engage in the foreign trade.

—Vancouver *News*. In the yards of the Brunette Saw Mill Company at New Westminster, Mr. Balfour, ex-superintendent of the bridges for the Canadian Pacific Railway Company, is finishing up a contract for the Qu'Appelle, Long Lake & Saskatchewan Railway Company. The sixth and last span of the bridge which is to be put across the Saskatchewan river at Saskatoon is now being framed and fitted. Each span of the bridge is 146 feet in length, and the total length of the structure, with approaches, will be about 1,100 and the height 70 feet from the water. The bridge is framed and finished in the mill yard and each piece is numbered ready for shipment to Regina. Two cars are required to ship each span or twelve cars for the whole bridge. The last shipment will go east on Friday next. Mr. Balfour is shipping the material for a scow and two pile drivers for the same company. He has large contracts for the above company, and at present is getting the long timber from the Brunette Mills. The shorter stuff is being cut at Donald and other points in this province east of here. Mr. Balfour maintains that the far-famed Douglas fir of this province, if properly seasoned, smoothly planed and carefully fitted and painted with the right kind of waterproof paint, will last longer and make a stronger structure than any iron or steel.

AMERICAN.

—Yellow pine dimension stuff has advanced $1.50 a thousand at the mills in Nashville, Tenn.

—According to surveyor-general's report 249,770,000 feet of logs have been cut in the fifth or Duluth district of Minnesota, an increase over any previous year, and about 10 per cent. more than the anticipated cut.

—The local manufacturers and dealers in furniture, at Louisville, Ky., have agreed to furnish goods to Tornado sufferers at cost, to say nothing of other material assistance. The lumbermen have stubbornly refused to put up prices.

—A petition to Congress has gone up from Camden, Maine, from the cordwood men, asking that a duty of one dollar per cord be placed on such wood as is imported from the Provinces, a large amount of which is brought into Camden and Rockland every year.

—Shipment of lumber by water from the Saginaw river is now fully inaugurated, with freights established at the following figures: $1.75 from Bay City to Buffalo and Tonawanda, and $1.50 to Ohio ports, with the usual addition from Saginaw to the points named.

—A saw mill is being invented to be exhibited at the World's Fair 122 feet long which will cut up a log into boards and deliver them at the other end of the mill in thirty seconds from the time the log comes into the mill. The inventor has taken out patents for United States, Canada and England.

—Ross, Bradley & Co.'s planing mill at Bay City, Mich., employing 150 hands, was destroyed by fire on April 5th. The department was unable to check the flames, which spread to adjoining lumber piles and consumed 500,000 feet of the value of $15,000. Some of the machinery was saved. The fire broke out in a shed back of the mill and was of incendiary origin, it being the third attempt within six weeks to burn up the industry. The loss on the mill will reach $30,000, without insurance. There is a slight insurance on the lumber.

THE McKINLEY TARIFF BILL.

The McKinley tariff bill has been referred to the committee of the whole house on the state of the union, and it is understood that it will come up for debate sometime during the present month. That part of the bill relating to lumber and its products will no doubt occasion a good deal of discussion. It is intimated that when the bill comes before the senate that a move will be made to extend the free list by the addition of several lumber products.

The following is the text of the bill on wood and its manufactures:

SCHEDULE D.—WOOD AND MANUFACTURES OF.

Timber, hewn and sawed, and timber used for spars and in building wharves, 10 per cent. ad valorem.

Timber, squared or sided, not especially provided for in this act, ½ of one cent per cubic foot.

Sawed boards, plank, deals, and other lumber of hemlock, whitewood, cycamore, and basswood, $1 per thousand feet board measure; white pine, $1.50 per thousand feet board measure; sawed lumber, not specially provided for in this act, $2 per thousand feet board measure; but when lumber of any sort is planed or finished, in addition to the rates herein provided, there shall be levied and paid for each side so planed or finished 50 cents per thousand feet board measure; and if planed on one side and tongued and grooved, $1 per thousand feet board measure; and if planed on two sides, and tongued and grooved, $1.50 per thousand feet board measure. Provided that in case any foreign country shall impose an export duty or other equivalent charge on logs exported to the United States, then the sawed lumber and above named imports from such foreign country shall be equivalent to such export duty, to be ascertained under regulations prescribed by the secretary of the treasury, in addition to the duty provided in this act.

Sawed boards, planks, deals, and other forms of sawed cedar, lignum-vitæ, lancewood, ebony, box, grandilla, mahogany, rosewood, satinwood, and all other cabinet woods, not further manufactured than sawed, 35 per centum ad valorem.

Veneering and wood, unmanufactured, not specially enumerated or provided for in this act 20 per centum ad valorem.

Pine clapboards, $2 per one thousand.

Spruce clapboards, $1.50 per thousand.

Hubs for wheels, posts, last-blocks, wagon-blocks, oar-blocks, gun-blocks, heading-blocks, and all like blocks or sticks, rough hewn or sawed only, twenty per centum ad valorem.

Laths fifteen cents per one thousand pieces.

Pickets and palings, twenty per centum ad valorem.

Shingles, thirty-five cents per one thousand.

Staves of wood of all kinds, ten per centum ad valorem.

Casks and barrels (empty,) sugar-box shooks, and packing-boxes and packing-box shooks, of wood, not specially provided for in this act, thirty per centum ad valorem.

House or cabinet furniture of wood, wholly or partly finished, 35 per centum ad valorem; chair cane, manufactured but not made up into finished articles, 10 per centum ad valorem.

Manufacturers of wood, or of which wood is the component material of chief value, not specially provided for in this act, 35 per centum ad valorem.

The free list is as follows:

Wood—Logs and round unmanufactured timber not specially enumerated or provided for in this act.

Fire wood, handle-bolts or stave-bolts, and shingle-bolts, hoop-poles, railroad ties, ship timber and ship planking.

Woods, namely, cedar, lignum-vitæ, lancewood, ebony, box, grandjilla, mahogany, rosewood, satinwood, and all forms of cabinet woods in the log, rough or hewn; bamboo and rattan, unmanufactured; briar-root, or briar wood, and similar wood unmanufactured, or not further manufactured than cut into blocks suitable for the articles into which they are intended to be converted; bamboo, reeds, and sticks of partridge, hair-wood pimento, orange, myrtle, and other woods, not otherwise specially provided for in this act, in the rough, or not further manufactured than cut into lengths suitable for umbrella, parasol, sun-shade, or whip-sticks, or walking canes; and India malacca joints, not further manufactured than cut into suitable lengths for the manufactures into which they are intended to be converted.

The products of the forest of Maine, which are manufactured in New Brunswick may be brought in free of duty under rules and regulations made by the secretary of the treasury. These provisions are as follows:

That all lumber, timber, hemp, manilla, wire rope and iron and steel rods, bars, spikes, nails, plates, angles, beams and bolts and copper and composition metal which may be necessary for the construction and equipment of vessels built in the United States for foreign account and ownership or for the purpose of being employed in the foreign trade, including the trade between the Atlantic and Pacific ports of the United States, after the passage of this act, may be imported in bond, under such regulations as the secretary of the treasury may prescribe; and upon proof that such materials have been used for such purpose no duties shall be paid thereon. But vessels receiving the benefit of this section shall not be allowed to engage in the coastwise trade of the United States more than two months in any one year, except upon the payment to the United States of the duties on which a rebate is herein allowed: Provided, that vessels built in the United States for foreign account and ownership shall not be allowed to engage in the coastwise trade of the United States.

That the produce of the State of Maine upon the Saint John river and tributaries, owned by American citizens, and sawed or hewed in the province of New Brunswick by American citizens, the same being unmanufactured in whole or in part, which is now admitted into the ports of the United States free of duty, shall continue to be so admitted under such regulations as the secretary of the treasury shall, from time to time, prescribe.

That the produce of the State of Maine upon the Saint Croix river and tributaries owned by American citizens, and sawed or hewed in the province of new Brunswick by American citizens, the same being unmanufactured in whole or in part, and having paid the same taxes as the other American lumber on that river, shall be admitted into the ports of the United States free of duty, under such regulations as the secretary of the treasury shall, from time to time, prescribe.

CASUALTIES.

Mr. George Scott, while unloading logs at Calder's mill, Morris, Ont., had his leg broken just above the ankle.

Jas. Foy, of Euphrasia, a timber driver, fell off a stick of timber into Beaver river, April 18th, and was drowned.

While Joseph Bruhm, of New Cornwall, N. S., was engaged in chopping logs he was stuck by a falling tree and fatally injured.

Mr. A. Archambault, of Hull, had his right hand almost cut off last month by coming in contact with a circular saw in Story & Connor's planing mill, in Ottawa.

Mr. Wilson King and son and Mr. George Wood his son-in-law, who had been booming timber on Gull Lake, Ont., while returning home were thrown into the lake by the team breaking through the ice. The elder Mr. King, who was 55 years of age, and the horses were drowned but the son and son-in-law escaped.

HOME AND FOREIGN TRADE REVIEW.

Office of CANADA LUMBERMAN,
April 30th, 1890.

There is little to be said regarding the lumber trade of Toronto which has not already been referred to in these columns. Trade continues very quiet, and so long at least as the existing strike among the bricklayers and stone-masons continues there will be but little probability of an improvement. Building operations are virtually at a stand still throughout the city, and it is not probable that operations will be carried on this summer to any considerable extent. Several contracts are under way for the erection of extensive commercial buildings, but they are of a character which do not bring to the lumber trade any large amount of business. Notwithstanding the very rapid increase in population too many buildings have been erected for residential purposes in Toronto during the past two or three years. The loan companies are now valuing much more closely than heretofore, and are increasing the rate of interest to a considerable extent. This will naturally prove a severe blow to speculative builders and hamper them materially in their operations. The stock of lumber in the yards is by no means large, although well assorted. Prices remain as usual, without any particular tendency either up or down.

Considerable improvement has been noticeable during the last month in the way of cars over the Grand Trunk system for carrying lumber, although there is still some trouble experienced in moving stock over the Midland division. The Northern division shippers have been well supplied, and if they are as well treated in the future as they are at present, lumbermen will have no cause to complain on this score.

But while lumbermen can congratulate themselves on the improvement in the car service they still have the old grievance against the Grand Trunk in the matter of excessive freight charges. The LUMBERMAN has on several former occasions referred to this question, and the dealers have individually and collectively used all the persuasion possible in the attempt to relieve themselves of what they consider exorbitant charges. There has been altogether too much guess-work going on on the part of the G. T. R. in the matter of lumber weigh bills, and as the difference is invariably in favor of the railway company it is only reasonable to suppose that the lumbermen are doing a considerable amount of kicking. What is wanted to overcome this difficulty, and place the lumbermen on an equitable footing with the railways, is the appointment of a government weighmaster whose duty it would be to see that all cars of lumber are properly weighed and charged accordingly. Under the existing state of affairs the lumbermen not only have to pay a considerable percentage of their profits in excess freights but are compelled to devote a large amount of valuable time in the attempt to have these over charges remedied, which attempts as a rule prove utterly fruitless. The lumbermen are undoubtedly the best customers of the G. T. R. and are certainly entitled to the most honorable treatment.

In Western Ontario the season opens out with the yards carrying a considerable amount of last year's stock. Trade is reported as moderately good, but purchasers in cargo lots are very light as yet.

There has been a better demand for 1 and 1½ inch. clear, and pickings, in the United States. Prices remain about the same as at the close of last season.

The trade in 12 inch. stocks for South America is practically extinguished, owing largely to the internal dissensions now existing in that quarter.

Hon. Mr. Tupper, the Canadian representative, has been in Washington for some weeks, conferring with the members of the United States government on the tarriff question, but as yet little, if anything, can be learned regarding the purport of negotiations. The mills in Northern Ontario are starting up in good shape, and from what can be learned there will be no dearth of lumber this year. Very few stocks have, however, been sold as yet.

A large number of mills in the Ottawa Valley have already started up, and before the end of the month they will all be pretty well under way. Considerable of the lumber wintered over in the Ottawa yards has been moved by rail this spring, but with the opening of navigation the stocks will soon be cut down. Lumbermen as a rule were not particularly anxious for an early commencement of operations owing to the fact that the yards were stocked with lumber, and piling room was scarce. It is not likely that the season's cut will be as large as that of last summer, when there was a very early commencement and a late winding up.

A fair winter's work has been done in the woods, and the number of logs turned out is satisfactory to the lumbermen, though somewhat smaller than the previous winter, from the fact that operations were not gone into so extensively, and because a considerable amount of sickness prevailed in the shanties. About one thousand men have left for the Upper Ottawa to attend to the drives, and about one thousand more will follow. The prospects for the coming season are considered bright by the lumbermen in general. Owing to the unsettled condition of the labor market business is on the quiet order. Prices of lumber remain unchanged, Lath and shingles are in good demand, and prices firm.

The demand for lumber at Quebec is active, and the prospect for a good seasons trade is considered very hopeful, both manufacturers and shippers agreeing that the prospect has not been so encouraging for many years past. Now that the question of wages has been settled between the merchants and ship laborers we see nothing to interfere with the prospects of the port. Little as yet has been done in charters. A steamship was recently chartered for deals from Montreal to a direct port in the United Kingdom, on a basis of 60s.

A fairly active trade is being done in Winnipeg. Country yards, which have been very bare since last summer, are being replenished, and this has made the trade more active. Prices are somewhat irregular and tending downwards. The competition from Minnesota lumber keeps the situation interesting, and makes dealers less independent as to schedule prices. The retail prices have gone down $2 per thousand. Water on the streams is not so high as was expected, yet lumbermen are hopeful that they will be able to get down their logs, and if there is no difficulty in this direction the season will be an active one at the mills.

The carpenters strike has seriously affected the lumber interests at Chicago. Lumber vessels have been waiting for days, there being no sale at any price, the buyers taking advantage of the strike to bear the market. At present there are some 10,000,000 feet of lumber on the market. The stocks on hand in the yards show an increase of 12,000,000 feet of hardwood lumber over that of last year at this time, and a decrease of 30,000,000 pine.

FOREIGN.

The hardwood market at London shows signs of marked improvement, and the firmness of the market has exhibited most encouraging features. An exceptional amount of mahogany has changed hands, and American walnut logs of good quality are in active demand at full prices.

The strike of the dock laborers at Liverpool has materially interfered with the timber trade, and especially with charters. London *Timber* says, as far as we can learn, no charters for steam tonnage have been made as yet from St. John, although at this time last year several were loading. Freights are decidedly a little easier from the spruce ports, and from the Baltic considerably so, but Quebec timber freights continue about the same. The *Timber Trades Journal* says, a vessel of about 1,000 tons register has just been fixed from Batiscan to Liverpool at 57s. 6d. for all deals, and one or two more from Quebec for west coast ranges at 55s. We also hear of a charter for 1,100 tons register vessel from Quebec to London with a mixed cargo at 23s. and 52s. 6d. One vessel of 1,100 tons register has just been fixed from West Bay to direct afloat west coast Britain or E. C. Ireland range at 50s. From Lower St. Lawrence Mills a couple of vessels have been taken up at 57s. 6d. and 55s. respectively.

Messrs. Churchill & Sim in their wood circular of recent date report: From Canada there are still no arrivals worth mentioning. The stock of deals has almost entirely passed out of first hands, and the quantity appearing on the market has been much smaller than in recent months, and prices have consequently been somewhat firmer. The lower rates of freight now current have enabled sellers more freely to meet buyers' ideas as to prices, with the result that a fair amount of business has been arranged for forthcoming open water shipment on terms which appear very reasonable for the buyers. There is no change to report in the position of timber, the sales have been of retail quantities only, without variation in values,

BRITISH COLUMBIA.

From our Regular Correspondent.]

NEW WESTMINSTER, April 24th, 1890.

The lumber business has opened this season with the best prospects ever known in the history of the lumber business of British Columbia.

Almost every mill in the province have increased their capacity for the coming season. Hastings saw mill will cut 125,000 feet a day this year, having spent some $35,000 in increasing their facilities and putting in new machinery. The Brunette Saw Mill Company have sold the machinery in their old mill and have built alongside a mill to cut 100,000 a day.

W. P. Sayward, Victoria, has increased his plant by large additions of machinery, and the same may be said of the Royal City Mills here, the Vancouver Saw Mill Company, at Vancouver, G. Willis Croft, Fort Simpson, R. Cunningham & Son, Skeena, Victoria Lumber & Manufacturing Company, (the old Croft and Angus mill,) the Hazlett & McIntyre concern who have bought the Sutton mill and are increasing the cut to 100,000 a day, the machinery is now being manufactured by the William Hamilton Manufacturing Company.

Messrs. Lossee & Morrison are building a 50,000 mill on Shawnigan Lake, a short distance from Victoria on the E. & V. R. R.

The estimate from present prospects are that before the season is well under way that double the output per month will be turned out than has ever heretofore been done.

Your correspondent was favored with a look at a testing of how the large carriage worked in the McLaren-Ross mill at New Westminster, and special interest was taken in how the using of compressed air would work for the sett works and canting, and even at this early stage of trial everything worked with such precision that the onlooker was surprised and predicts for all the new improvements of Mr. S. N. Kendall, the mechanical superintendent, a decided success; in fact, there will be a revolution of rebuilding mills when everything gets running in this mill, and also when the new Kendall and saw gets working. I have it from almost every mill in the province that if it is a success they will all put a similar one in. It will be the first band mill in British Columbia, and they expect it running about the first of July.

The mill will start to cut about the first of May, but will not run to its capacity till about the first of July.

From a recent letter from Australia, the buyers there say that though all Pacific coast lumber is classed as Oregon pine that consumers are now asking for and paying more for British Columbia fir, and that trade journals will very soon give it space in their market reports. There has been quite an influx of eastern lumbermen this winter. Mr. John Wilson, of J. R. Booth, Levi Young, W. H. Baldwin, all of Ottawa, and Mr. Clanton from New Brunswick, and several others from Quebec province.

There is every likelihood of one or more mills being established on the Fraser river in the near future by some of these parties.

In a recent dispute over the lumber question and the respective merits of the Oregon pine and Douglas fir, the question was asked, "can you tell me if any large firm in Canada use Oregon pine?" to which the answer being given in the negative another question was asked, "can you tell me if any large firms in the United States use Douglas fir, paying duty on it?" to which the answer was, Yes! several; the most prominent being the Barney & Smith Mfg. Co., of Dayton, Ohio, who use exclusively our fir for car sills. After testing every wood in America they find that is the maximum of strength and durability and the minimum of weight. Now after such authority

no questions need be asked regarding the excellent qualities of the British Columbia wood from a practical users standpoint if the commision taking evidence at Portland, Oregon, had not after a severe test pronounced from a theoretical standpoint the same verdict.

Canada in the near future must look to British Columbia for her woods, and the large track of land lying north of Lake Superior and east of the Rockies, must after settlement is more general, become large consumers of lumber and the mills in British Columbia are beginning to wake up to this prospect, and more attention in the future will be given to the development of business in this territory.

Mr. Haslam, M. P. P., of Nanaimo, has recently brought into the Provincial legislature, a bill to further protect our numerous forests from fire and devastation by parties, prospectors and otherwise, carlessly letting fire run through and destroy large and valuable tracts of timber. The bill was carried, but if it is not more practical in its results than a previous bill, it will not be Mr. Haslam's fault but the government's, and they must recognize the necessity now or never, of giving lumbermen better protection to save their limits from destruction.

Some beautiful sticks of timber left the Royal City Mills, recently for the C. P. R. shops at Montreal, to be used in the construction of cars for the C. P. R.

Large orders have been placed on the mill-owners books for summer delivery, and if the shipping service is anything like what they should be, considering the high rates of freight and quick dispatch in loading, one hundred per cent. more lumber will leave for foreign parts than any previous year.

But last season, and almost assuredly this, the mills could not get vessels, only getting one when they wanted three—in fact it is reported that one mill cut so many logs last year in proportion to their orders and were so kept back through lack of vessels that they are going to shut down their camp for three months.

FIR.

A TRADE EVOLUTION.

The following article on the lumber trade situation, taken from the *Northwestern Lumberman*, will, we think, prove of sufficient interest to Canadians to justify us in its reproduction.

It is becoming more and more apparent that the lumber trade is undergoing a change that will not long hence make it very different from what it was in past years. Causes are at work that will render this inevitable. The building of railroads, the partial exhaustion of forest supplies on old areas, the determination of capital and enterprise into newer fields, especially in the south and on the Pacific coast, the shifting of centers of production and distribution, and the enlargement of demand in the newer cities and agricultural regions, are the main causes operating to bring about the revolution in contemplation. Every intelligent lumberman knows that great changes are taking place and many are seeking to adjust their operations to them.

Perhaps the most conspicious result thus far reached in the evolution of the lumber business is the abatement of the old set lines of movement, massing of stocks, and control of the market. When white pine was king, and it was the principal building and manufacturing wood of twenty states, the lumber trade was a simple matter. The producing fields were clearly defined, and there were fairly distinct divisions of it with reference to distribution. It was then known that specific regions were to be supplied with pine. The amount of demand was estimated by the crop yield and the prices for which farm products would sell. The log supply was an important consideration, and snow and ice were depended on to get logs to the mill. If winter conditions were adverse, the log supply was estimated low, though often mistakenly. When it was considered meager, a demand for an active market and high prices was made by the manufacturers. Thus, conditions were simplified to supply and demand. Producers knew that consumers were dependent on them for lumber, for no adequate resource but the white pine mills existed, and there were but few avenues of transportation to carry lumber to market. The eastern states depended on Canada, the Saginaw valley and Pennsylvania; the west on Michigan and Wisconsin, with Minnesota in later years. In the west, for years, the lumber supply in the back country had to be drawn from Chicago, Racine and Milwaukee, on Lake Michigan, and Mississippi river points for the further west. Michigan City helped supply Indiana and Toledo, Cleveland and Sandusky furnished Ohio and a part of Indiana.

During the development of the prairie northwest the lumber trade of western Michigan and Wisconsin made rapid strides. It rose and in degree of prosperity correspondingly to the abundance of the crop yield and the condition of financial affairs, from year to year, or decade to decade. Nobody thought that the west could ever have any other resource for lumber than the white pine forests and mills. The ebb and flow of the pine trade was the gage to the general lumber business of the country. White pine in the lumber market was like wheat among the grain pits. Manufacturers and dealers took advantage of fluctations in prices to make money of wide ranges of value. No outside factors were taken into consideration in the deal. There was some movement of poplar and the hardwoods in the west, and of hemlock and spruce in the east; but they had no competitive effect on white pine, which overwhelmed every other kind of lumber in the market. In the west the yellow pine was scarcely heard of. It was not brought to this market in the smallest until 1880 or 1881. When a few car loads of flooring were shipped in, pine dealers laughed at it. None of them dreamed that in their time it should make any ripple in the market as a competitor with northern lumber. Behold what a change has been wrought in ten years!

In the days of white pine supremacy western cities were small. Until the decade just past comparatively little iron and hardwoods were used in the construction and interior finishing of buildings. Pine predominated in city as well as country.

In the sixties and seventies the rural trade was the main dependence. Recently, the larger cities have grown so enormously, while agriculture has been depressed, that their requirement is now the chief consideration.

This transference of the larger demand from country to city has reversed the order of trade. While the cities have grown in population and extent, they have also developed vast wealth, and a corresponding tendency to costliness of structure and embeilishment. Palaces have taken the place of cottages. These are built to stand for centuries. They require durable material. Hardwoods have come in and pine has been in a great measure ruled out. It will not do to put pine interiors, window frames, sash and doors into granite and steel buildings. So we now see the wood working factories full of hardwood jobs. The possession of wealth has induced a diversity of taste and desire for a variety of woods for house interiors. Hence furnishers of material are required to search the forests of the continent, and those of the other hemisphere as well, for woods both durable and rare. This diversity of requirement has diminished the important place white pine once occupied in the factory and carpenter's shop. Steel has largely taken the place of timbers, and a variety of woods that of pine as a finishing material.

In this change in the mode of construction southern pine has come in as a special factor. Once used in the gulf states almost entirely, the limit of distribution has been pushed northward until it now touches the shore of the great lakes. The effect of this is to increase competition between the two leading building woods, and equalize prices. White pine cannot be advanced beyond a certain degree, for that would let in southern product. Yellow pine must be sold at prices that are successfully competitive with northern lumber.

The result of the changes indicated is a balancing of values that prevents great fluctuations and speculation in lumber. Mill product must now and hereafter be handled on narrow margins. But if manufacturers and dealers cannot realize the large profits they once did, they are not subject to the losses that in past years pertained to the business, if they proceed carefully and with good judgment. They can rely on steady values for years to come. Their principal concern should be to adroitly meet competition so as to save a little margin in transactions, and to watch their credits so as to avoid losses by bad debts.

An order-in-council has been passed restoring the old tarriff of 1880 on lumber on the Intercolonial railway.

GENERAL NEWS NOTES.

—About 30,000,000 feet of lumber was wintered over at Parry Sound.

—Pine wood is now used in the manufacture of paper pulp at Fenelon Falls.

—Timber rafting will be carried on at Belleville on a large scale this year.

—It is expected that Gilmour's big mill will commence operations on May 24th.

—Messrs. Carswell, Thistle & Mackay are putting up a new saw mill at Calabogie Lake.

—J. S. Walker, owner of a saw mill at Dundalk, has assigned to Fred. St. Lamb, Dundalk.

—Last week 500 men went up from Mattawa to drive logs and timber for the different lumber firms.

—Messrs McTaggart & Leachman, West Toronto Junction, have opened a lumber yard on Royce Avenue.

—The Belleville *Intelligencer* states that about 470,000 logs will be brought down the Moira river this year.

—Anderson Bros., of Maple Grove, have the contract of building a stave and saw mill for Ainslie Bros., at Staples.

—Messrs Ludlam & Ainslie. of Comber, will commence immediately the erection of a large planing mill at Windsor.

—Messrs. Hay & Paton, New Lowell, are fitting up their new saw mill, preparatory to commencing their summer operations.

—Capt. Crow of the Owen, has the contract for delivering 500,000 cords of wood to Walkerville, and 200,000 to Romney tunnel.

—The Gilmour Company started their saw mills on the Gatineau, April 17th, being the earliest of the Ottawa millers to set to work.

—Carrick Bros., of Fawkham, are extending their booms further up the river, their old ones not being sufficient to hold their large stock.

—Lumbermen in the neighborhood of Burk's Falls are all ready to run their logs and large gangs of river men are arriving almost daily.

—The Ottawa Lumber Co's. mill at Calumet will commence operations about the 10th of May, giving employment to over one hundred men.

—The *Wahnapitae*, owned by the Emery Lumber Company, of Midland, is the largest vessel that ever entered that harbor. She is capable of carrying 2,000,000 feet of lumber.

—Burk's Falls saw mill, owned by Gall, Anderson & Co., of Toronto, has commenced cutting hardwood lumber as an opening for the season. Mr. Wm. Train is manager.

—An exchange says that a traveller from Bridgewater, Hastings county, says that men who in former years were earning $25 to $30 a month in the woods this season were glad to get $14 and $15.

—Messrs Pierce & Co's large lumber mill at the Chaudiere commenced operations April 26th. From the large number of men that were looking for work it would seem that labor will be very plentiful this summer.

—Large numbers of men are being dispatched to man the drive for the lumber firms on the Ottawa. It is probable that the logs will come down earlier than usual this season, as the water in the creeks is high at present.

—The mills of A. McPherson & Co., Longford Mills, began operations on the 17th, ten days earlier than ever before. They have a large stock of logs and anticipate a long season's work. The mills have been overhauled and somewhat enlarged.

—Mr. F. Bennet is erecting new saw and grist mills in Johnson township near Stobic Station. The mills are located in a splendid locality, having water and in easy access to the settlers on St. Joe's Island as well as those on the main shore. The saw will soon be ready for cutting and the grist will be finished sometime in August.

—Mr. Andrew McCormack has completed the sale of 100 square miles of timber limits, belonging to the Banque Nationale, to Mr. James Cox, of England, the price realized being about $25,000. The limits are known as the Jean de Terre limits situated on the Gatineau river, 175 miles from Ottawa, and were formerly owned by Messrs Currier and Martineau.

—Coastwise freight rates on lumber are high, with a brisk demand for tonnage. The ice business very largely increases the call for schooners. It will take a fleet of 20 or 30 vessels a considerable part of the summer to carry away the ice said to be harvested, and lumber rates from New Brunswick ports to the United States are likely to rule high.

FIRE RECORD.

Gilmour & Co.'s lumber mills at Ironsides were burned a couple of weeks ago.

Clark's and Carmicheal's saw mills at Powassan, Parry Sound District, have been burned.

The Fraser grist and saw mills at the mouth of Little River, Victoria Co., N. B. were completely destroyed by fire last month.

The tug *McArthur*, belonging to the Collin's Bay Rafting Company, was completely destroyed by fire April 25th, at Collin's Bay. Total loss about $30,000, partially covered by insurance.

Two spruce gang mills, with two lath machines, belonging to James Murchie & Sons, Milltown, N.B., were burned last month. The hemlock mill adjoining was somewhat damaged. Loss, $7,000; covered by insurance.

TRADE REVIEW.

Toronto, Ont.

TORONTO, April 30th, 1890.

The labor strikes have had a marked effect upon the local trade, but otherwise the trade is picking up to some extent. Soon as the labor strikes are ended, no doubt a good trade will be done. The car supply is more plentiful, and the lumbermen are hopeful of an improved trade. Prices remain unchanged. For further particulars see local trade report.

CAR OR CARGO LOTS.

1¼ and thicker clear picks, American inspection	$20 00@30 00
1¼ and thicker, three uppers, American inspection	37 00
1¼ and thicker, pickings, American inspection	25 00
1X10 & 12 dressing and better	18 00 20 00
1X10 & 12 mill run	13 00 14 00
1X10 & 12 dressing	14 00 15 00
1X10 & 12 common	12 00 13 00
1X10 & 12 spruce culls	10 00 11 00
1X10 & 12 mill culls	9 00
1 inch clear and picks	24 00 25 00
1 inch dressing and better	18 00 20 00
1 inch siding mill run	13 00 14 00
1 inch siding common	11 00 12 00
1 inch siding ship culls	10 00 11 00
1 inch siding mill culls	8 00 9 00
Cull scantling	8 00 9 00
1¼ and thicker cutting up plank	22 00 25 00
1 inch strips 4 in to 8 in mill run	14 00 15 00
1 inch strips, common	11 00 12 00
1¼ inch flooring	14 00 15 00
1½ inch flooring	14 00 15 00
XXX shingles, 16 in	2 20 2 30
XX shingles, 16 in	1 20 1 30
Lath, No. 1	1 70 1 90
" No. 2	1 70

YARD QUOTATIONS.

Mill cull boards & scantling	$10 00	Dressing stocks	16 00@20 00
Shipping cull boards, promiscuous widths	13 00	Picks Am. inspection	40 00
stocks	14 00	Three uppers, Am. inspect.	50 00
		F. M.	
Scantling & joist, up to 16 ft	14 00	1½in. flooring, dres'd	28 00 30 00
" " 18 ft	15 00	1½ " " rough	18 00 22 00
" " 20 ft	16 00	1¼ " " dres'd F.M.	25 00 28 00
" " 22 ft	17 00	" " undrs'd B.M.	18 00 19 00
" " 24 ft	19 00	" " dres'd	18 00 20 00
" " 26 ft	20 00	" " undres'd	12 00 15 00
" " 28 ft	22 00	Beaded sheeting, dressed	22 00 35 00
" " 30 ft	24 00	Clapboarding, dres'd	12 00
" " 32 ft	26 00	XXX sawn shingles	
" " 34 ft	28 50	per M	2 65 2 75
" " 36 ft	30 00	Sawn Lath	2 00 2 20
" " 38 ft	32 00	Red oak	30 00 40 00
" 40 to 44 ft	35 00	White "	35 00 45 00
Cutting up planks 1¼ and thicker dry	25 00 26 00	Basswood, No. 1 & 2	18 00 20 00
" board	18 00 22 00	Cherry, No. 1 & 2	50 00 60 00
		White ash, 1 & 2	25 00 35 00
		Black ash, 1 & 2	20 00 30 00

Montreal, Que.

MONTREAL, April 30th, 1890.

There has been very little doing in the lumber trade for some time, buyers confining themselves mainly to supplying immediate wants. Soon as spring trade fairly opens, a more lively trade may be expected. Prices in the meantime are without change worthy of note.

	WHOLESALE
Pine, 1st quality	$35 00@40 00
" 2nd "	22 00 25 00
" shipping Culls	14 00 16 00
" 4th quality Deals	10 00 12 00
" mill cull	8 00 10 00
Spruce	10 00 12 00
Hemlock	9 00 17 00
Ash, log run	13 00 18 00
Basswood, log run	12 00 20 00
Oak	40 00 100 00
Walnut (common)	60 00 100 00
" (good)	22 00 40 00
Butternut	60 00 80 00
Cherry	15 00 25 00
Birch	20 00 21 00
Maple	1 80 1 90
Lath, 1st quality	1 50 3 00
Pine Shingles, 1st quality	1 50 3 00
Cedar " " "	

Hamilton, Ont.

HAMILTON, April 30, 1890.

Mill cull boards and scantlings	$ 9 00@10 00	Dressing stocks	$16 00 18 00
Shipping cull boards promiscuous widths	10 00 12 00	1¼ flooring, rough	16 00 18 00
Shipping cull stocks	14 00	1½ flooring, rough	16 00 18 00
Scantling and joist up to 16 feet	14 00	1¼ flooring, dressed	25 00
do up to 18 feet	15 50	1½ flooring, dressed	32 00
do up to 20 feet	16 00	1 flooring, dressed	21 50 23 00
do up to 22 feet	17 00	Beaded sheeting 1	25 00 30 00
do up to 24 feet	18 00	Picks, Am inspection	32 00 34 00
do up to 26 feet	19 00	Three uppers Am. In.	40 00
do up to 28 feet	20 00	XXX sawn shingles	2 60 2 70
do up to 30 feet	21 00	Sawn Lath	2 25
Cutting up plank 1¼ and thicker dry	20 00 25 00	Red Oak	20 00 25 00
Cutting up boards	20 00	White Oak	25 00 30 00
		Basswood No. 1. & 2.	16 00 20 00
		Cherry No. 1 & 2	60 00 70 00
		White Ash No. 1 & 2.	25 00 35 00
		Black Ash No. 1 & 2.	20 00 30 00

Ottawa, Ont.

OTTAWA, April 30, 1890.

Some of the mills have started up and others are getting ready to start as soon as possible. There is a fair prospect for a good season's operations. Soon as navigation opens, which will only be a few days, we shall see lively times again along the Ottawa.

Pine, 1st qual., ₱ M.	$35 00@40 00	Oak	$40 00@100 00
" 2nd "	22 00 25 00	Walnut	60 00 100 00
" shipping culls	14 00 16 00	Cherry	60 00 80 00
" 4th qual. deals	10 00 12 00	Butternut	22 00 40 00
" mill culls	8 00 10 00	Birch	15 00 25 00
Spruce, ₱ M.	10 00 12 00	Maple, hard	20 00 21 00
Hemlock	9 00 17 00	Laths	1 80 1 90
Ash	13 00 18 00	Shingles,	1 50 3 00
Bass	12 00 20 00	" cedar	1 50 3 00

St. John, N. B.

ST. JOHN, April 30, 1890.

Deals, Boards, Scantling, etc.

Spruce deals	$12 00	Spruce boards	12 00
Pine "	15 00	Pine "	12 00@40 00
Deal ends	6 00	Oak "	40 00
Scantling	10 00	Ash "	15 00@25 00
		Hemlock "	7 50

Shingles.

Spruce, extra	$3 50	No. 1	1 25
" clear	3 00	Pine	1 25
" No. 1 extra	2 25		

Clapboards.

Pine, extra	35 00	Spruce, extra	24 00
" clears	45 00	" clears	23 00
" 2d clears	35 00	" No. 1	15 00
		" No. 2	10 00

Flooring, Dressed.

6 in.. No. 1	12 00	4 in., No. 1	12 00
" No. 2	10 00	" No. 2	10 00

Miscellaneous.

Staves	3 00@ 4 50	Laths	1 80
Heading 17 in. per pr.	04	Pickets	6 50@15 00
" 18 in.	04½ 05½	Railway ties	
" 22 in.	04½ 06		

Vancouver and New Westminster, B.C.

NEW WESTMINSTER, April 30th. 1890.

Car load and ship rates according to assortment. Bridge and Wharf Plank and Timber.

10 to 40 ft. long, per M, net	$11 00
41 to 70 ft. " " "	$12 00@15 00
Rough lumber, building material	11 00
" " Sized	12 50
" " Fir, Clear	17 50
" " Cedar, Bench or Selects	25 00
" " " " " D. D	30 00
1 in, 1¼ 1½x6 in.	
T. & G. Edge, Grain and Dry	27 50
" " " Green	25 00
No. 1, Dry	22 50
" 1, Green	20 00
" 2, Dry	20 00
" 2, Green	17 50
Cut to length, extra per M	2 50
D. Dressed	2 50
1 in, 1¼ 1½x4 in.	
Edge Grain, Dry	27 50
" " Green	25 00
T. & G. Edge Grain, Dry	25 00
No. 1, Dry	25 00
" 1, Green	22 50
" 2, Dry	20 00
" 2, Green	17 50
S. S. Planks for scows	17 50
D. D. cedar, verandah cover. any length	45 00
" " " cut to length	50 00
Shingles	2 50
Lath	2 25
D. D. clear Cedar	40 00@60 00
Pickets, rough	11 00

Five per cent. off above prices for cash with the order.
Delivery on scow to mouth of river.

20 M ft. and over	75c. per M. ft
10 to 20 M ft.	$1.00 " "
Under 10 M ft.	1.25 " "

Albany, N. Y.

ALBANY, N.Y., April 30st, 1890.

The market is fairly active, the greater demand, however, being for the lower grades in pine. Hemlock of all grades is in good request, and prices are well maintained. Hardwoods are in moderate demand and prices remain unchanged.

Hemlock.

Good, 1X10 in. each	14c.	2½x4. run, each	12½
1X10 in culls	10	2x4. run each	9½

Pine.

2½ in. and up, good	$53 00@55 00	10 in boards dressing and better	$28 00@34 00
4ths	48 00 50 00	Common	15 00 20 00
Selects	43 00 45 00	12 in. boards dressing	
Pickings	38 00 40 00	and better	29 00 36 00
1 to 2 in., good	49 00 50 00	Common	15 00 22 00
4ths	44 00 45 00	1¼ inch siding, selected	40 00 45 00
Selects	39 00 40 30	Common	15 00 20 00
Pickings	34 00 35 00	1 in. siding selected	38 00 42 00
1 in. good	50 00 55 00	Common	13 00 18 00
4ths	45 00 48 00	Norway, selected	22 00 25 00
Selects	40 00 43 00	Common	12 00 15 00
Pickings	35 00 38 00	10 in. plk. 13 ft. dressing and better, each	42@50
Shelving boards, 12 in. and up	26 00 32 00	Culls	22 25
Dressing bds. narrow	20 00 22 00	10 in. boards, 13 ft., dress, & better each	28 33
Sapping boards	16 00 18 00	Culls	17 22
Box boards	14 00 16 30		

Shingles and Lath.

Shingles, shaved pine	6 50	Shingles, cedar mixed	2 75 3 00
2d quality	5 00	Lath, pine	2 00 2 35
Sawed, extra	4 30 4 40	Spruce	2 25 0 00
Sawed, clear butts	3 00 3 30	Hemlock	2 00 0 00
Cedar, XXX	4 00 4 20		

Buffalo and Tonawanda, N. Y.

BUFFALO, April 30, 1890.

Trade is reported as exceptionally good. The hardwood trade report an increasing demand for dry stock. Quartered oak is in good demand, and local dealers find it very difficult to find any quantity of it just now, when they are greatly in need of it. Cherry is in fair demand. We have no change to note in prices.

Norway

Clear, 1 to 2 in. all width	23 00	Common, 1 to 2 in. all widths	12 50@15 00
Dressing, 1 to 2 in. all widths	16 00@20 00	4x4, 5x5, 6x6 turning	22 00
		4x4, 5x5, 6x6 common	16 00

White Pine.

Up'rs, 1 to 4 in. 10 in	$44 00@55 00	No. 2 cuts, 1 to 2 in and thicker	$20 00@24 00
Sl'cts & Picks, 1 to 4 in	38 00 45 00	Dressing, 1 to 2 in	22 00 27 00
Fine common, 1 to 2 in. and thicker	33 00 39 00	Common, 1 to 2 in	14 00 17 00
No. 1 cuts, 1 to 2 in and thicker	27 00 39 00	No. 1 barn, 7 to 12 in	18 50 20 50
Mold strips, 1 to 2 in	27 00 33 00	No. 2 barn, 7 to 12 in	16 50 17 50
		Mill culls, 1 to 2 in	9 00 10 00

Shingles

XXX, 18-in, sawed	3 70	Thick cut (trade mark) 16 in per square	2 50
XX, 18-in, sawed clear butts	2 70	XXX cut	2 25
X, 18-in, sawed	1 80	X cut	1 10
XXX, 16-in "	3 40	No 2 cut	50
XX, 16-in " clear butts	2 40	Short cut	1 25
X 16-in "	90	Square end, per thousand	5 00
Thick cut	3 20	Octagon or pointed end	5 25
XXX cut	3 00	Scalloped or round end	5 25
X cut	1 50	Other shapes made to order	5 25
No. 2 cut	65		

New York City

NEW YORK, April 30, 1890.

Eastern spruce assumes a decidedly firm tone, and every indication points to a permanent stability in prices. The hemlock market is strong at $12.50 to $13 for joist, and $13 to $13.50 for boards. There is a unanimous inquiry for quartered oak, as it is being used for every conceivable purpose, and seems to serve as a substitute for all other woods. Trade in walnut is slow, and the same may be said of gum. Basswood, chestnut and maple are in fair demand. Prices are practically the same as last year, and the supply is ample. Cherry is used sparingly. White ash boards are inquired after, and prices are unchanged.

Black Walnut.

⅝ in. clear	$80 00@82 00	Culls, 1 inch	$35 00@ 36 00
1 and 1¼ inches	95 00 97 00	Culls, thick	36 00 38 00
1½ and thicker	100 00 105 00	Counter tops, 18 in.	
Rejects	50 00 52 00	and over	110 00 150 00

Poplar, or White Wood.

⅝ in. 10 inches and over	24 00@ 2600	1 inch, 8 in. and over	30 50 31 50
¾ in. coffin boards	29 00 30 00	2½ and thicker	33 50 34 50
1 inch, 10 inch and over	31 50 32 00	Common 1 to 2 in	22 00 24 00
		Saps, 1 inch & thicker	26 00 27 00
		Culls, all thickness	16 00 16 50

Ash.

1 in. white	36 00@ 37 00	Strips clear	27 00@ 28 00
1¼ to 2 inch	38 00 39 00	Black ash, good	26 00 30 00
2½ to 4 inch	40 00 42 00	Black ash, com	18 00 19 00

Oak.

1 inch plain sawed	37 00@ 39 00	2 inches and over	51 00@ 52 00
1¼ to 2 inch	39 00 40 00	Thicker	53 00 55 00
Thicker	40 00 41 00	Strips under 6 in	40 00 42 00
Quarter-sawed, white, all clear,		Dimension cut size	24 00 26 00

Cherry

1 inch	80 00@ 82 00	1¼ and thicker	95 00@100 00
1 inch strips	40 00 42 00	Counter tops, 18 in.	
1¼ to 2 inch	85 00 90 00	and over	110 00 115 00
Rejects	40 00 44 00	Culls, all thickness	18 00 19 00

Miscellaneous.

Chestnut, clear	33 00@ 35 00	Hickery, old growth	50 00 55 00
Chestnut common	20 00 22 00	Hickery, 2nd growth	70 00 75 00
Basswood white	30 00 32 00	Elm	20 00 22 00
Basswood common	21 00 23 00	Sycamore	24 00 26 00
Maple, clear	28 00 30 00	Sycamore quartered	38 00 40 00
Birch, clear	32 00 35 00	Gum	36 00 38 00
Birch, 1s and 2s	26 00 30 00	Butternut	45 00 50 00
Cottonwood	21 00 22 00	Sycamore dressed flg	24 00 25 00

Burlington, Vt.

BURLINGTON, April 30, 1890.

Canada Pine Sidings—1x8 in. and up, 12 to 16 ft. D 2 or 4 S.

Select & shelving	$46 00	Finish	$37 00@38 00
Pickings	37 00	Dressing	27 00@28 00
Pickings & better	40 00@42 00	Common	20 00@21 00

Canada Pine Stock—1x10 in. 12 to 16 ft. D 2 or 4 S.

Selects (clear)	55 00	Pickings & better	40 00
1st shelving	42 00	As run, common out	28 00@30 00
2d	39 00	No. 1 barn boards	25 00
3d	30 00@31 00	Common	21 00
Pickings	38 00		

Canada Pine Stock—1x12 in. 12 to 16 ft. D 2 or 4 S.

Selects (clear)	57 00	Pickings & better	44 00
1st shelving	47 00	As run, common out	33 00
2d	41 00	No. 1 barn boards	26 00
3d	32 00	Common	21 00@22 00
Pickings	38 00		

Canada Pine Stock—1¼ in. 12 to 16 ft. D 2 or 4 S.

Pickings & better	45 00	3d shelving	33 00
As run, common out	33 00	Common	22 00

Canada Pine Short Boards—1x8 in. & up, 11 ft. & under, D 2 S or R.

Pickings & better	35 00@35 00	Dressing & common, d 2 s or d 2 s & m	20 00@21 00
As run, common out	30 00	Common	18 00 20 00

Canada Pine Sheathing, D. M. & B—1 in. 4 to 7 in. 5 in. & up C B ⅞ in.

1st quality, 12 to 16 ft.	46 00	1st & 2d quality, 9 to 11 ft.	33 00
2d	36 00@37 00	7 & 8 ft.	34 00
3d	27 00	3d quality, 11 ft. & under	22 00
4th (selected common)	22 00	4th	18 00

Canada (Quebec) Spruce—1 and 1¼ in. 4 to 10 in. D 2 S and M.

Clear, 10 to 16 ft	32 00	No 2. 10 to 16 ft.	15 00@16 00
No. 1	22 00		

Above prices delivered on a rate of $30 per car load.

Saginaw, Mich.

EAST SAGINAW, April 30, 1890.

The cargo market is quiet, yet there is a good deal of lumber changing hands. Prices are about the same as last spring. Under inspection, stocks are held at $8.50 to $10 for shipping culls; $17 to $19 for common and $36 to $38 for uppers. Shingles are quiet. Clear buts are slow at $2 to $2,10, and XXX are firm at $3 to $3.30. Yard dealers report a brisk trade, the volume of business being large. Lath are firm and in good demand.

CARGO LOTS.

Uppers	36 00@38 00	Norway	8 50@10 00
Common	16 00 21 00	Box	11 00 11 50
Shipping Culls	9 00 11 00	Straight measure	12 50 20 00
Mill Culls			

YARD QUOTATIONS CAR LOTS DRY.

Siding.

Clear, 1½ in	23 00	C, 1½ in	17 00
⅞ in	46 00	⅞ in	30 00
Select, 1½ in	20 00	No. 1, 1½ in	12 00
⅞ in	39 00	⅞ in	19 00

Finishing Lumber rough.

Three uppers, 1 in.	42 00@44 00	Fine common, 1 in.	32 00
1¼ & 1½ in	44 00 46 00	1¼ & 2 in.	33 00
Selects, 1 in.	36 00 37 00	C, 7, 8 & 9 in.	25 00
1¼ & 2 in.	38 00	Coffin Boards 16 in. & over	18 00

Joist, Scantling and Timber.

12 to 18 feet	10 00	20 feet	12 00
20 feet	11 00	24 "	13 00

Plank and timber, 12 inches wide, $1 extra.

Shingles.

XXX 18 in. Climax	3 50	18 in X (cull)	50
XXX Saginaw	3 25	XXX shorts	2 00
XX Climax	2 00	XX	1 25
18 in 4 in c. b	1 00		

Lath, and Pickets.

Lath, No. 1 white pine	2 00	Pickets, 2 to 2½ in, 3 to 4 ft. rough	15 00
" No. 2 " " Norway	1 40	Dressed	20 00
		1½ in. square, rough	18 00
		Dressed	25 00

Boston, Mass.

BOSTON, April 30th, 1890.

There is a fair demand for western pine, and prices remain firm. The spruce market is especially firm, with prices high all around. Several cargoes from Maine and the provinces, sold readily at $15 to $15.50 which is from $1.50 to $2 more than the same stock sold for in the fall. Dry boards are much wanted. Hemlock boards are scarce, eastern boards selling $12 to $13 rough and $13 to $14 planed. Clapboards are scarce and high with an active demand. The shingle trade is fairly good, and prices fully maintained. Lath are steady at $2.10 to $2.20, by cargo, and 10 cents a thousand extra by car load.

Western Pine—by car load.

Uppers, 1 in	$48 00	@50 00	Fine com., 3 & 4 in	42 00	@46 00
1¼, 1½ & 2 in	48 00	50 00	No 2, 1 in. Fine com.	28 00	30 00
3 & 4 in	55 00	60 00	1¼, 1½ & 2 in	29 00	31 00
Selects, 1 in	42 00	43 00	No. 1 strips, 4 to 6 in	40 00	43 00
1¼, 1½ & 2in	43 00	45 00	No. 2	35 00	37 00
3 & 4 in	45 00	50 00	No. 3	24 00	26 00
Moulding boards, 7 to 11 inch clear	36 00	38 00	Cut ups, 1 to 2 in	24 00	30 00
60 per cent clear	34 00	36 00	Coffin boards	19 00	22 00
Fine common 1 inch	36 00	38 00	Common all widths	22 00	26 00
1¼, 1½ & 2 inch	38 00	40 00	Shipping culls	15 00	15 50

Eastern Pine—Cargo or Car Load.

Nos. 1, 2 & 3	40 00	@43 00	Clapboards, 4 ft., sap clear	40 00	45 00
4	28 00	30 00	Sap, 2nd clear	33 00	35 00
5	23 00	26 00	Heart extra	50 00	55 00
Ship'g bds & coarse	16 00	16 50	Heart clear	45 00	50 00
Refuse	12 00	13 50	Bevel siding 6in, clear	23 00	24 00
West'rn pine clapbds 4 ft. sap extra	45 00	50 00			

Spruce—by Cargo.

Scantling and plank, random cargoes	14 00	@15 00	Coarse, rough	12 00	14 00
Yard orders, ordinary sizes	15 00	16 00	Hemlock bds., rough	12 00	13 00
Yard orders, extra sizes	15 00	18 00	" dressed	12 00	14 00
Clear floor boards	19 00	20 00	Clapbds., extra, 4 ft.	38 00	40 00
No. 2	16 00	17 00	Clear, 4 ft.	35 00	37 00
			Second clear		25 00
			No. 1	10 00	14 00

Lath.

Spruce by cargo	2 10	@2 20	

Shingles.

Spruce	1 25	@1 50	Cedar, sawed, extra	3 25	3 50
Pine, 18 in. extra	4 00	4 25	Clear		3 00
Pine, No. 1	3 00	3 15	Extra, No. 1		2 50
			Cypress, No. 1, 18 in.		5 00

Oswego, N. Y.

OSWEGO, April 30, 1890.

Three uppers, 1¼, 1½ & 2 inch	$43 00	@45 00	
Pickings, 1¼, 1½ & 2 in	35 00	36 00	
No. 1 cutting up, 1¼, 1½ & 2in.	30 00	31 00	
No. 2 cutting up, 1¼, 1½ & 2in	19 00	21 00	
1 in strips, 4 to 8 wide, selected for moulding strips, 14 to 16 ft.	31 00	33 00	
1x6 selected for clapboards	32 00	34 00	

Siding.

1 in siding, cutting up piks & uppers	30 00	@39 00	1¼ in selected	35 00	@40 00
1 in dressing	19 00	@21 00	1¼ in dressing	17 00	19 00
1 in No. 1 culls	14 00	@16 00	1¼ in No. 1 culls	14 00	16 00
1 in No. 2 culls	13 00	@14 00	1¼ in No. 2 culls	13 00	14 00
			1¼ in No. 3 culls	9 50	10 00

1x12 Inch.

12 & 16 ft, mill run	20 00	23 00	
12 & 16 ft, No. 1 &2, barn boards	18 00	19 00	
12 & 16 ft, dressing and better.	26 00	30 00	
12 & 16 ft, No 2 culls		15 00	

1x10 Inch.

12 & 13 ft, mill run, mill culls out	19 00	20 00	
12 & 13 ft, dressing and better	25 00	27 00	
12 & 13 ft, No 1 culls	16 00	17 00	
12 & 13 ft, No 2 culls	14 00	15 00	
14 to 16 ft, mill run mill culls out	20 00	22 00	
14 to 16 ft, dressing and better	25 00	27 00	
14 to 16 ft, No. 1 culls	16 00	17 00	
14 to 16 ft, No. 2 culls	14 00	15 00	
10 to 13 ft, No. 3 culls	9 50	10 00	

1 1-4x10 Inches.

Mill run, mill culls out	20 00	@23 00	No. 1 culls	16 00	@17 00
Dressing and better	25 00	30 00	No. 2 culls	14 00	15 00

1x4 Inches.

Mill run, mill culls out	17 00	@19 00	No. 1 culls	13 00	@14 00
Dressing and better	23 00	27 00	No. 2 culls	11 00	12 00

1x5 Inches.

6 7 or 8, mill run, mill culls out	19 00	@21 00	6, 7 or 8, No. 1 culls	15 00	@16 00
6, 7 or 8, drsg & better	24 00	28 00	6, 7 or 8, No. 2 culls	13 00	14 00

Shingles.

XXX, 18 in pine	3 50	@3 70	XXX, 18 in cedar	3 20	@3 60
Clear butts, pine, 18 in.	2 50	2 70	Clear butt, 18 in cedar.,	2 40	2 60
XXX, 16 in pine	3 10	3 20	XX, 18 in cedar	2 10	2 20
Stocks cedars, 5 or 6 in.		5 00			

Pickets.

No. 1, 1¼x1¼	15 00	No. 2, 1x3	9 00 10 00
No. 1, 1x3	20 00		

Lath.

No. 1, ¼	2 20	No. 2, 1 1-4	2 00
No. 1 -4	1 60		

Forest Fires.

There is in Canada, running from Labrador to the Rocky Mountains and on into Alaska, a timbered belt, mainly coniferous, some seven hundred miles broad by four thousand miles long. Black and White Spruces and Tamarack prevail in the northern edge of this belt, but going south one finds these mixed with Banksian Pine, Balsam, Fir, Cedar, (in the eastern section) and finally Red and White Pine. At one time or another, says Robert Bell, assistant director of the Geological survey of Canada, in *Forest Leaves*, fire has run through this vast tract, whose composition specially exposes it to destruction. The trees are rather small, and when they stand a sufficient distance apart the limbs grow all the way down to the ground. Open spaces are covered with reindeer mosses, as inflammable as tinder in summer, and among the trees equally dry yellow mosses help to spread the flames.

Indian hunters and other wild Indians, knowing how destructive forest fires are to the game, upon which they live, are very careful not to cause them. Yet everywhere evidences of former fires occur. Mr. Bell thinks these are often caused by lightning, or by spontaneous combustion of iron pyrites, which have been known to set fire to lignite beds in the Saskatchewan region, and believes them to have been a benefit in the long run to the forests.

He says they facilitate rotation in species, prepare soils needed for certain species, and, in the case of Banksian Pine, are essential to the opening of its hard cones, which will remain obdurately closed long enough for the tree to fall and rot, but, when a fire passes over, will immediately gape open and allow the seeds to be scattered by the wind.

It may be that naturally set fires in a region where there are thousands of years for the working out of results may be favorable to the diversification and the improvement of a vast continental forest belt. But when there is now and is need and use of forest products by civilized man, in the present time or in a near future, then forest fires are quite another matter. And in view of the vast and rapidly growing part which wood products and industries are taking in the world's work, it would seem that the resources of great governments could find no better employment than in preventing these conflagrations.

EXCHANGE ECHOES.

Southern Lumberman.

The universal expression of saw mill men, lumber dealers, iron makers, railroad people, and others, is to the effect that we are to have an exceedingly prosperous year, and this fact alone is cheering, for nothing conduces so materially to a healthy condition of trade as the hopeful expressions of business men, and it is a well-known fact that the voice of one croaker may be heard further than a fog horn.

Southern Lumberman.

Dry houses are being more extensively used now than ever before. Indeed, they have become an absolute necessity, for it is the custom of buyers in this country to defer placing orders until the lumber is actually needed, and without dry kilns it would be impossible to fill the orders with promptness. The manufacturers of dry-kilns have made improvements and perfected the kilns until the drying of lumber has been reduced to a science. No well-equipped mill is now without dry-kilns and planing mills, and many of the small mills of the south, cutting not more than 15,000 or 20,000 feet daily, are adding planers and dry houses of some kind.

New York Commercial Advertiser.

It is stated that a practicing attorney of Sella, Ia., has made a large amount of money not only for himself but for the Iowans by buying up the stray walnut logs of the state and shipping them direct to Germany and England. Last year between 1,200 and 1,500 car loads were shipped, nearly all being picked up in Iowa. Few among the early settlers of the state ever dreamed of the value that walnut trees would possess, and that within a quarter or a half of a century after settlement. Thousands of fine trees were cut down, burned, or allowed to rot on the ground, or split up for old-fashioned rail fences. Now buyers rummage every mile of territory in the state to find logs, and put them on the cars to be carried thousands of miles across the ocean to be worked up in fine furniture for the adornment of European Palaces.

Northwestern Lumberman.

The lumbermen of the world should not lose sight of the fact that the great Columbian exposition will be held in this city in 1893. Certain legislative processes requiring time are still necessary before the World's fair bill is finally passed and signed, but it is not possible at this stage of the matter for anything to arise to defeat or cripple the enterprise. Although New York and St. Louis champions stood as obstructionists in the house, and a policy of delay has been adopted by New York Senators, the question was permanently decided when Chicago won the fight on the ballot for location. The bill, when passed by the senate, as it is almost certain to be, is expected to be amended slightly, and will then be passed in its new form by the house. That the president will sign it is a foregone conclusion. Accepting the matter as already settled, the lumbermen and machinery makers in this country, and in foreign countries, may go ahead with their plans for making exhibits at Chicago in 1893.

Southern Lumberman.

In the prairie or open country the farmers would find it a most profitable investment to plant black locusts, as there is nothing that promises such returns for so little labor. The fencing on a farm is perhaps the most expensive part to keep up, and farmers who own no timber lands have to pay a considerable amount annually for fencing posts. There is no post that will last so long or give such satisfaction as the black locust, and the planting is the only cost, as there is no cultivation or other care of the trees necessary. The seeds can be procured at a nominal cost, and the trees reach a size suitable for fencing posts in ten or fifteen years. The posts should be put in the ground unpeeled, for if cut during the winter months, the bark adheres close to the wood and acts as a shield from the weather. Black locust grows on almost any soil and in any climate, and can be planted to advantage on the waste places of the farm. The cutting of the post in no wise destroys the crop, for the trees are reproduced from the stumps; in fact, it is about as difficult to destroy a black locust thicket as to get rid of hungry creditors.

Northwestern Lumberman.

The question of the tariff on lumber is again being agitated. At the last session of congress the senate committees which labored upon tariff matters were breezed a great deal about lumber, and heard so much on both sides of the question that a vacillating policy was pursued. There was a clamor for a reduction of the duty on lumber in the interest of cheaper building and manufacturing material, and a remonstrance to that proposition by various senators and congressmen who treated the matter from a business, rather than a theoretical or political standpoint. The import duty on soft lumber was placed at $1 in the proposed bill, but pressure was brought to bear, by which it was increased to $1.50. Precisely the same course is reported to have been lately pursued in committee deliberations over the lumber clause in the tariff bill. The figure is said to have lately been changed from $1 to $1.50. There is, of course, a difference of opinion as to the propriety of making any change in the lumber tariff, yet a reduction of 50 cents is not great enough to cause much apprehension or complaint. If congress will take action by which the amount of the Canadian log export duty will be added to the import lumber duty collected by this country, the lumbermen of the United States, or those interested in Canadian logs, will evince little dissatisfaction with the proposed tariff change on lumber. The lumber schedule of the new tariff bill shows several changes. Hewed timber has been reduced in duty from 20 to 10 per cent., and squared timber from 1 cent to ½ cent a cubic foot. Mahogany, rosewood and other cabinet woods are placed at 35 per cent. *ad valorem*, unfinished house furniture is enumerated at 30 per cent., and chair cane, not made up, is fixed at 10 per cent. The duty on lumber from unenumerated woods remains at $2 a thousand.

Exchange.

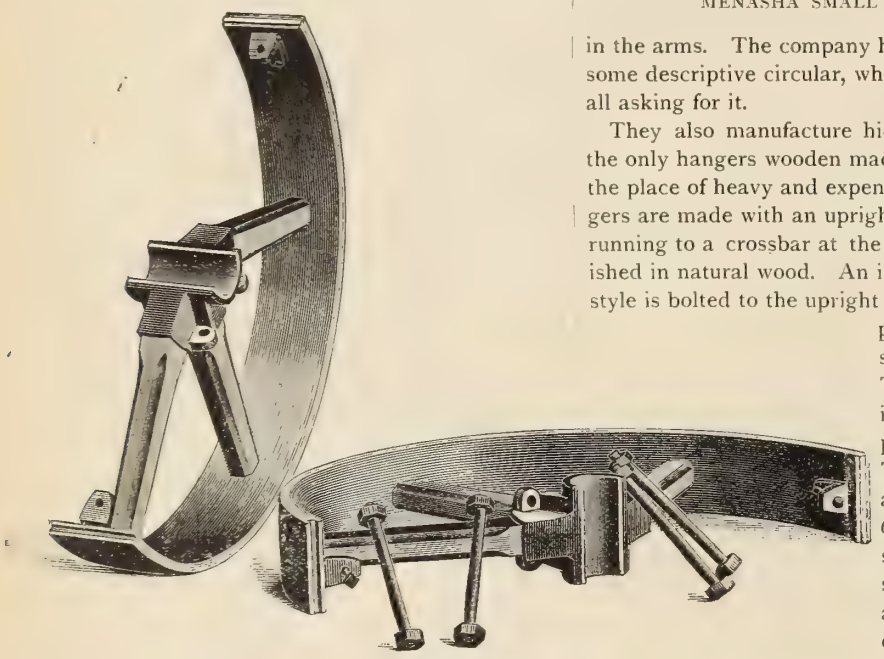
The superintendent of the Keokuk and Hamilton Bridge company has lately visited the Pacific coast and purchased a large bill of cedar and fir. The amount required is 250,000 feet; of this 165,000 will be yellow fir and the remainder red cedar. The order for the fir was given the St. Paul & Tacoma Lumber company, at Tacoma; The cedar to the Buckley Lumber company, at Buckley, Washington. The Keokuk & Hamilton bridge is 2,280 feet in length, and is an iron structure with the exception of the flooring timbers. Heretofore Wisconsin pine has been used, the life of it being about eight years. The last time new timbers were put in it was found quite difficult to secure the lengths required, but at the present time none of the Mississippi river saw mills cared to figure on the contract, but recommended the superintendent to buy on the Pacific coast. The largest stick required is only 8x16x50, while the major portion of the order was for 6x16x36. These sizes seem small in this section, while the inability of the eastern saw mills to fill the order shows the littleness of their timber. In the order for yellow fir the sizes were reduced about 15 per cent. from the sizes hertofore used. The tests made would have warranted a much greater reduction than this, but these tests have been comparatively few, and it was not deemed advisable to make any more of a reduction than above. The Northern Pacific engineers place the life of yellow fir for bridge purposes at ten years. Now, taking the 15 per cent. saved in sizes and two years more, (or 25 per cent.) gained in the life of the timbers, an advantage of forty per cent. is found to exist in favor of the fir. In addition there should be added another good per cent. for the saving made in relaying floors, as four fir floors will last as long as five pine ones. We feel confident then when sufficient satisfactory tests have been made to establish the fact of the great strength of fir a further reduction will be made by eastern engineers and architects when buying to replace white pine.

MENASHA PULLEYS AND HANGERS.

The following concerning the Menasha Wood Split Pulley Company of Menasha, Wis., will be of interest to many readers: The Menasha pulleys have long taken the first rank among pulley dealers and users. They are found in the largest and best equipped factories and mills of all kinds in every state and territory, and are sold by over sixty of the best dealers in pulleys in

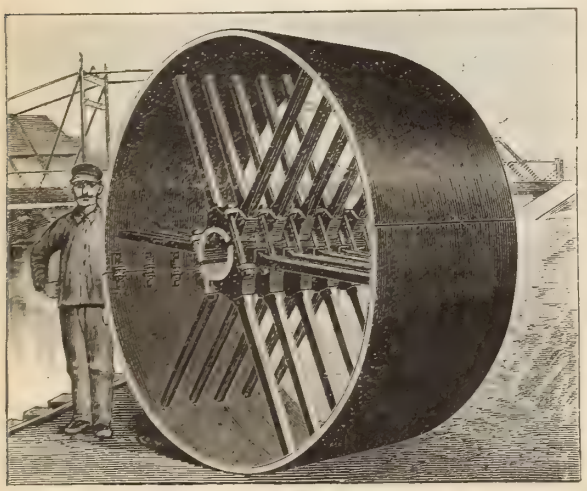
WORKS OF MENASHA WOOD SPLIT PULLEY COMPANY.

America in all the large cities. The feature which makes them superior to other pulleys is that they have a hardwood bent rim, which makes the best belt surface of any pulley made; besides, if it wears at all, it will wear even, and is not affected by the action of the belt upon it. As the rim is practically a solid piece of



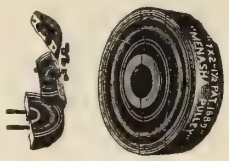
MENASHA SPLIT PULLEY OPENED UP.

wood, no glue or nails being used in its construction, it is very much stronger than a rim made of several hundred pieces, which is the case with some other wooden pulleys. The hubs of the pulleys are either hardwood or iron, according to the size of the pulley, and spokes are securely bolted to the rim, so that every



MENASHA SPLIT DRIVE PULLEY.

part of the pulley is positively put together, and its durability is not depending on the shrinkage or swelling of the wood. Another important feature is that it is fastened to the shaft by gripping between the hub and shaft, friction-board paper, made very hard by hydraulic pressure to the exact thickness, so that it is a perfect fit, and when gripped to shaft it is absolutely impossible for pulley to turn upon shaft. The excellent friction qualities of friction-board paper are fully understood by all mechanics. The relative proportion of friction developed as between paper and wood is about 75 per cent. in favor of paper. Their hubs are standard size to fit with bushing any size shaft. The Menasha pulley is very handsome and neatly finished. It has every quality of strength, durability and long life that a pulley should have, and at the same time it is the lightest and best pulley in the market. The Menasha Company also manufactures the smallest split pulley made—3 inches in diameter. When there are so many inferior wooden pulleys placed upon the market, it is gratifying to know that this concern has taken special pains to overcome the principal difficulties that are had with wooden pulleys. Their pulley has a hard belt surface that will not wear uneven at all, a firm, reliable friction grip upon the shaft and will not get loose



MENASHA SMALL SPLIT PULLEY.

in the arms. The company has recently issued a handsome descriptive circular, which will be mailed free to all asking for it.

They also manufacture hickory hangers, which are the only hangers wooden made. They are fast taking the place of heavy and expensive hangers. These hangers are made with an upright post, having side braces running to a crossbar at the top and handsomely finished in natural wood. An iron box made on a special style is bolted to the upright post, and the strength is proportioned to the load, same as an iron hanger. They are also adjustable in every direction. Their particular features are: They cost half the price of an iron hanger, freight is 60 per cent. less, and are stronger and more handsome than iron, and are also adjustable, so that in every way they are superior to iron hangers.

TIMBER OF THE NORTHWEST.

Mr. Smith, Commissioner of Dominion Lands, in his last annual report to the Dominion government regarding the timber supply and forest culture of the Canadian northwest, makes some valuable suggestions. He says: "I would direct your particular attention to the rate of consumption of the timber of the northwest. It shows how rapidly the already small accessible forest area of the country is being diminished, and presents for solution a problem of the highest importance to the prairie region and the Dominion at large. The deforesting of countries having an abundant supply of timber, and where there is no rapid increase of population, is a serious matter, but when the timber supply of a country is scarcely sufficient for its present requirements, and that country is annually augmenting the number of its inhabitants in an abnormal degree, an extensive and annually increasing diminution of its wooded area is a question of supreme moment and a cause of the greatest alarm. I need not enlarge to any great extent upon the serious consequences which must result to the northwest if this state of affairs continues, nor present an array of arguments to demonstrate the vital necessity of some steps being taken to check the loss which is being sustained, and the pressing duty of devising measures for creating new sources of supply in order to repair the evil already done. These considerations are so obvious that they cannot fail to present themselves involuntarily to the mind of any one acquainted with northwest matters. In a country of such long and severe winters as this is an adequate supply of fuel, obtainable without excessive cost, is absolutely indispensable. Unless this can be assured, the value of the northwest as a field for settlement, however fertile may be its prairies and however exuberant its crops, will be seriously affected. Fortunately there appear to be coal deposits of considerable extent in various parts of it, and this in some degree compensates for its lack of timber, but coal can never altogether take the place of wood with the agricultural population, for, besides being their main article of fuel, wood is depended upon almost entirely by the settlers as a building material, and is largely used for fencing purposes. Its value in these respects alone is therefore sufficient to justify strenuous efforts to preserve and increase the quantity now in the country. But besides these very practical and patent considerations, other reasons for the preservation and multiplication of forest—more theoretical but of scarcely less importance—if, valid, are advanced by many competent authorities on forestry.

"It is claimed that deforestation produces important climatic changes. In the deforested area, it is said, extremes of temperature are aggravated and the average moisture of the air is lowered, the neighboring country loses the protection from cold and drying winds which the mechanical action of the forest as a wind break affords, evaporation from the soil is augmented and accelerated, and the volume of streams, rivers and lakes is diminished. These unfavorable results are stated to be most marked and serious in countries at a considerable distance from the sea or other large bodies of water, and especially where they are separated from stretches of water by high mountain ranges, which interfere to prevent the passage of moisture-laden winds. An increase in a country's forest area, is contrarywise claimed to exert an opposite influence, to modify temperature, to decrease cold winds in winter and scorching blasts in summer, and to increase the rainfall. These theories as to the climatic and hydrologic influences of forests may or may not be correct. It is a fact that in the northwest, and more particularly in the settled portions, the country has of recent years dried up very considerably—sloughs and marshes are fast disappearing, rivers once navigable are now so low as to render traffic upon them impossible, and damage to crops by drouth is becoming frequent, but whether this is in consequence of the rapid consumption and destruction of timber, or results from other causes, I am not in a position to say. Though sufficient definite data have not been obtained to absolutely confirm them, these theories are worthy of notice when considering this subject. If they be correct they add tremendous force to the arguments for forest preservation and multiplication in the northwest, but even if they be chimerical, the plain, practical consideration of fuel and building materials, as I have before said, are of quite sufficient weight to bespeak for this matter most serious and intelligent regard."

PERSONAL.

Mr. James Macpherson of the Interior Department, who died at Ottawa on March 31st, was formerly a lumberman. He had been employed in the Interior Department for a number of years, being previously engaged in the lumbering business in the western states.

Mr. Andrew Miscampbell, a well known lumberman of Midland, Ont., has been selected as the standard bearer of the East Simcoe Liberal Conservatives in the coming local election.

Benjamin F. Sturtevant, the well known inventor and manufacturer of blowers and lumber drying apparatus, died of apoplexy last month at Boston, Mass., at the age of fifty-seven years. Mr. Sturtevant was a man of strong individuality and great force of character, His business was pushed with remarkable energy and as a result he had accumulated a large fortune. He was very benevolent, having donated out of his accumulated fortune, gifts to various benevolent institutions exceeding $200,000 prior to his death.

Mr. Thomas Maxwell, a well known lumberman, died at his old home, Oak Ridge, N. B. of paralysis last month. Mr. Maxwell was for more than 25 years a prominent lumberman on the St. John river, and at his death was nearly 85 years of age. He had amassed quite a property, and leaves two children.

London *Timber* of April 26th says the New Brunswick Trading Company was ordered by Mr. Justice Stirling, on Saturday last, to be wound up on the petition of the Bank of Montreal, for whom Mr. Buckley, Q. C., appeared. He said the bank were creditors to the amount of £3,347 17s. 10d. on dishonored bills, besides £44,385 on current account. The capital issued consisted of 7,610 preference shares of £10 each, and of 13,890 ordinary shares of the same amount, and the uncalled capital amounted to about £57,000. The petition had been standing over in the hope that some arrangement might be made, but nothing has been done, and he now asked for the usual order, with the appointment of Mr. Caldwell Ashworth, manager of the petitioning bank at Montreal, as provisional liquidator Mr. Dibden, who appeared for the company, said he could not oppose the order, nor did he object to the appointment of Mr. Ashworth.

A few years ago the band saw was regarded as an experiment, especially in certain regions where it had not been fairly introduced. The lumber manufacturers watched the results of its use with curiosity and interest, and when a wide-awake lumberman put in a band the less progressive stood aloof, shook their heads and predicted that the innovator would fail; he had made a mistake in trying to use it on this or that wood. But the cavaliers have now been forced to admit the error of their judgment. Many of them afford ample proof of this by throwing out the time-honored circular and putting in a band saw. It was prophesied that the band would fail in the south and on the Pacific coast, but it has done nothing of the kind. When new plants are put in, the equipment often includes a band saw, and when a man desires to be abreast of the times he puts one in anyhow.—*Northwestern Lumberman.*

For the Duluth and Superior mills and those on the Iron Range the cut has been over 30,000,000 larger than last year. From present appearances, if the logs come down good, the summer's cut will be about 124,500,000.

Steam Saw-mill

FOR SALE.

THE subscribers offer for sale their steam saw mill at Deux Rivieres, consisting of a complete set of machinery, carriage to saw 50-foot lengths, friction bull wheel, swing butting saw and double edger with shafting, pulleys and belting, rollers and saws. Engine, boiler and pump complete. Cutting capacity 15 to 20,000 feet per day of 11 hrs.

Also a shingle machine and planer and matcher, together with waterwheel belting, shafting, pulleys, etc.

The above machinery is in first-class order and will be sold in conjunction with the building in which it is placed or separately as may be desired.

Apply to
A. & P. WHITE,
Pembroke.

The D & C
TO MACKINAC

SUMMER TOURS.
PALACE STEAMERS. LOW RATES.
Four Trips per Week Between
DETROIT, MACKINAC ISLAND
Petoskey, Sault Ste. Marie, and Lake Huron Way Ports.
Every Week Day Between
DETROIT AND CLEVELAND
Special Sunday Trips during June, July, August and Sept.
Double Daily Line Between
CHICAGO AND ST. JOSEPH, MICH.
OUR ILLUSTRATED PAMPHLETS
Rates and Excursion Tickets will be furnished by your Ticket Agent, or address
E. B. WHITCOMB, G. P. A., DETROIT, MICH.,
Detroit and Cleveland Steam Nav. Co.

WANTED AND FOR SALE.

Announcements in this department will be inserted at the uniform rate of two cents a word for first 20 words and one cent for each additional word, payable in advance. For four or more consecutive insertions of the same advertisement a discount of twenty per cent. will be allowed. Each initial and figure counted as one word. Copy must reach this office by the 25th of the month to secure the appearance of the advertisement in the paper of the following month.

LUMBER SALESMAN with connection in Toronto and Western Canada open for engagement. Address "H" office of "Canada Lumberman," Toronto.

NOTICE—Splendid opening for any person wishing to go into the Saw-mill business. For sale in the town of Parry Sound, Steam Saw mill. New and good machinery. Also quantity of logs and some timber limits. For full particulars apply to S. & J. ARMSTRONG, McKellar, Ontario.

CASH paid for all kinds of hardwood lumber; give full particulars; car or cargo lots only, W. N. McEACHERN & Co., No. 3 dock, Toronto

WOOD-WORKING FACTORY WANTED, Hepworth station, on G. B. & L. E. Div. of G. T. R., presents a splendid opening for a hardwood working factory of some kind. Abundance of beech, maple, elm, birch and black ash can be purchased cheap. A suitable building, with boiler and engine if required can be procured near the station by applying to J. E. MURPHY, Hepworth station, Ont.

HARDWOOD lumber, bought, sold or received on consignment, TUCKER DAVID, lumber commission merchant, 313 Eleventh Ave., N.Y.

HAVING MOVED OUR LUMBERING operations to Parry Sound district, we offer our Angus saw mill, farm and wild lands for sale on easy terms; large quantities of hemlock, cedar, hardwood and small pine yet remain on many of these lands; several improved farms for sale. JOHN. B. SMITH & SONS, Toronto.

ESTABLISHED 1881—JOHN B. SMITH & Sons, manufacturers of lumber, lath, shingles, doors, sash, blinds, mouldings, sheetin, flooring boxes, etc.; buy from the manufacturer; our new factory now in running order; note our address, Strachan avenue, Toronto.

WANTED—A SITE FOR A SAW MILL in a pine limit, to cut by the thousand. Capacity 10 to 12 M. in ten hours. Latest improvements; 25-horse power engine. Correspondence solicited. JAS. A. SHARP, Inglewood, Ont.

FOR SALE—pine timber, four hundred acres; estimated at two million feet; 4 miles from railroad station; soft white pine, suitable for twenty to sixty foot bill stuff. Apply to E. TODD, Hepworth.

BLACK ash, basswood and red oak—firsts and seconds wanted in car or cargo lots. Apply to T. W. WALKER, agent the Rathbun Company, Toronto.

FOR SALE—flooring, sheeting, etc.—also rough lumber, lath and shingles. Toronto & Midland Mfg. Co. Office and yard, foot of Spadina avenue, Toronto; mills at Midland, Ont.

SAW EXPERT WANTED.

A first-class saw expert wanted at once. Address JOSEPH ATKINSON, Florence, Ont.

WANTED SITUATION.

Eighteen years experience Saw Mill business from stump to market. Best of references. Address "C," care of "Canada Lumberman," Toronto.

LATH WANTED.

A large quantity of No. 1 Lath, green and dry, for present and future shipment. Address.

PORTER, ROBERTSON & CO.
35 Adelaide St. East,
Toronto.

A BUSINESS OPPORTUNITY.

For Sale, Rent, or Partnership—sash and door factory and saw mill; adjoining the city; doing a good business and can be largely extended; first-class machinery and 60 horse-power engine, dry kiln, etc.; premises suitable for shipyard. For particulars apply to M. STRACHAN & SON, Kingston, Ont.

RAILS AND CARS FOR SALE.

Light Steel Rails for Tramways; good order. Cars for lumber, cheap.

JOHN J. GARTSHORE,
49 Front St. West,
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FOR SALE CHEAP—SAW AND STAVE MILL.

In county of Essex—46 acres fine farming lands, good farm buildings—plenty of timber near; only 2½ miles from two different railways—terms easy—splendid bargain—must be sold. JAMES. S. LAIRD, P. L. S., Essex, Ont.

IMPORTANT AUCTION SALE

Gilmour & Company's Mills and Limits on Gatineau and Trent Rivers.

Messrs. Gilmour & Co. will ofier for sale by auction at the RUSSEL HOUSE, at the

CITY OF OTTAWA,

the whole of their valuable mills and limits, with plant, real estate, lumber, etc., on the

9th DAY OF APRIL, 1890

at 2 o'clock, p.m. The sale will be in parcels. For a full description of the parcels, list of chattels and details apply to either of the undersigned or at the offices of the firm at Ottawa, Chelsea, Trenton and Quebec.

Dated 20th November, 1889.

ALLAN GILMOUR, Ottawa.
JOHN GILMOUR, Chelsea, Que.
DAVID GILMOUR, Trenton.
J. D. GILMOUR, Quebec.

POSTPONEMENT.

GILMOUR MILLS AND LIMITS.

The sale of the above properties, advertised to take place on the 9th April, is postponed until the

31ST JULY, 1890,

when they will be put up without further postponement at the same hour and place.

Dated 5th April, 1890.

ALLAN GILMOUR.
DAVID GILMOUR.
JOHN GILMOUR.
J. D. GILMOUR.

IMPORTANT SALE

OF

TIMBER LIMITS.

The estate of the late David Moore will offer for sale at Public Auction at the Russel House, in the City of Ottawa, on

TUESDAY, 28th OCTOBER, 1890

at three o'clock in the afternoon the following valuable timber limits:

PARCEL No. 1.—400 square miles on Kippewa river, in the province of Quebec, and being berths Nos. 57, 56, 47, 46, 65, 64, 62, 63.

PARCEL No. 2—Berths No. 3 on the north shore of Lake Huron in Ontario, license No. 103 of 1889-90. Area, 36 square miles.

PARCEL No. 3—Berth No. 1, township of Springer in Ontario, license No. 104 for 1889-90. Area 34 square miles.

PARCEL No. 4.—Berth No. 15 on the north shore of Lake Huron, in Ontario, license 105 of 1889, Area, 36 square miles.

The purchaser will be bound to take the supplies on each limit according to schedule and valuation.

For terms and conditions of sale apply to E. D. Moore, Esq., Hull, and to the undersigned.

CHRISTIE & CHRISTIE,
J. R. FLEMING, Solicitors,
Advocate, 110 Wellington st., Ottawa.
353 Sparks st., Ottawa.

5th February, 1890.

TENDERS.

SEALED TENDERS marked "For Mounted Police Provisions and Light Supplies," and addressed to the Honorable the Minister of Railways and Canals, Ottawa, will be received up to noon on Tuesday, 3rd June, 1890,

Printed forms of tender, containing full information as to the articles and approximate quantities required, may be had on application at any of the Mounted Police Posts in the Northwest, or at the office of the undersigned.

No tender will be received unless made on such printed forms.

The lowest or any tender not necessarily accepted.

Each tender must be accompanied by an accepted Canadian bank cheque for an amount equal to 10 per cent. of the total value of the articles tendered for, which will be forfeited if the party declines to enter into a contract when called upon to do so, or if he fails to complete the service contracted for. If the tender be not accepted the cheque will be returned.

No payment will be made to newspapers inserting this advertisement without authority having been first obtained.

FRED. WHITE,
Comptroller, N.W.M Police.

Ottawa, April 22, 1890.

IMPORTANT SALE

OF

VALUABLE PROPERTIES.

The valuable **Timber** and **Mineral** properties of the Scottish Carolina Timber and Land Co., Limited, in liquidation, situated in Western North Carolina and East Tennessee, will be offered for sale by public auction, at the court-house door, Knoxville, Tenn., on

WEDNESDAY, 21st MAY, 1890.

This **Splendid** property comprises specially selected tracts of land in Madison and Haywood counties, N. C.; extensive and valuable Timber Rights; several good mountain farms, and a magnificent bottom land farm, near the town of Newport, Tennessee. The land which is held in fee simple extends to over fifty thousand acres. There is also a most substantially built Saw Mill, fitted with Band and Circular Saws and Machinery of the most modern construction, having a daily capacity of 75,000 feet, also Lath and Shingle Mills. This first-class mill is situated on a tract of some fifty acres of land on the Tennessee River, about one mile below Knoxville, which is one of the most rapidly and steadily increasing cities of the South, with a present population of 50,000. There is a side track on the K. & A. R. R., and there will be direct communication with the K. S R. R., which passes right through the lumber yard. The Storage Boom in connection with this property is on the French Broad River, some twenty miles above the mill, and has a capacity to hold over Thirty Million feet of logs, and commands all the chief sources of supply. Logs can be rafted to the mill from the boom all the year round.

This property having come into the hands of mortgagees, must be sold, and such a sale offers a **Rare Chance** to **Investors** or **Practical Lumbermen.** Every facility will be afforded for inspection of the property, which will be exposed first in parcels and then as a whole. For full description and all particulars, apply to

WILLIAM PAGE.
Scottish Carolina Timber and Land Co., Limited,
KNOXVILEE, TENN.

ESTABLISHED 1871.

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Wholesale Grocers & Importers

33, Front St. East, Toronto.

We shall be pleased to have you write to us for samples and prices of

TEAS, TOBACCOS, SUGARS, SYRUPS, RICE, Etc.

We can and will cut prices fine to large buyers.

We have a GOOD, SOUND, FINE FLAVOURED TEA at 12½ cents.

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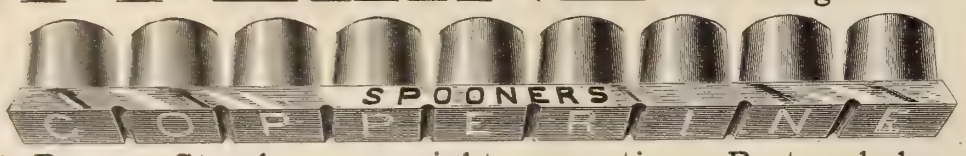

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ESPECIAL GOOD FACILITIES FOR SHIPPING.
HEMLOCK BILL STUFF OF EXCELLENT QUALITY.

ALSO MANUFACTURERS OF

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Doors, Sash, Blinds, Stairs

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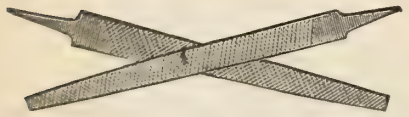
CLEVELAND, - . . OHIO.

F. PARKIN

Galt File Works

GALT, ONT.



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Write for Price Lists and Mention this Journal.

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Over One Million Sold.

MOST complete book of its kind ever published. Gives measurement of all kinds of Lumber, Logs. Planks. Scantling: cubical contents of square and round Timber: hints to lumber dealers: wood measure: speed of circular saws; care of saws; cord-wood tables: felling trees; growth of trees; land measure; wages, rent, board, interest, stave and heading bolts, etc. Standard book throughout the United States and Canada. Get the new illustrated edition of 1882. Ask your book-seller for it. Sent post-paid for 35 cents.

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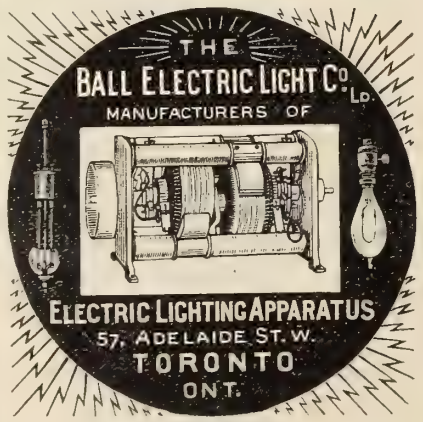
or A. G. MORTIMER. Toronto, Ont.



THE MONARCH BOILER AND HERCULES ENGINE.

(PATENTED)

Guaranteed to Saw Lumber Perfectly Smooth and Even in thickness.

Portable from 6 to 70 horse power. Surpass portable steam power heretofore produced for strength, durability, compactness, and the ease with which they can be moved.

The 70 horse power can be taken over the roughest roads, or into the forest, and set up as easily and quickly as an ordinary 20 horse power portable engine, and as firm as a brick-set stationary engine. Engines and boilers of every size and description. Rotary Saw Mills, Shingle and Lath machines, Law Grinders, Planers, etc. Mill machinery and supplies of every description. Every boiler insured against explosion by the Boiler Insurance & Inspection Co. of Canada. Write for circulars.

A. ROBB & SONS, Amherst, N.S. | Amherst Foundry and Machine works.

ESTABLISHED OVER 40 YEARS.

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TRUCK * WHEELS.

The Montreal * Car Wheel Co.

MANUFACTURERS OF

CHARCOAL IRON CHILLED

RAILROAD WHEELS

Offices: New York Life Insurance Building, Montreal.

Works: Lachine, Quebec.

WE make a Specialty of Wheels suitable for the requirements of Lumbermen and Street Car Service, and can supply them Bored, Finished and Balanced.

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GRATEFUL—COMFORTING.

EPPS'S COCOA.

BREAKFAST,

"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of the well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavored beverage which may save us many heavy doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually fed up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame."—*Civil Service Gazette.*

Made simply with boiling water or milk. Sold only in packets, by Grocers, labelled thus:

JAS. EPPS & CO., Homœopathic Chemists, London, England.

J. J. TURNER,

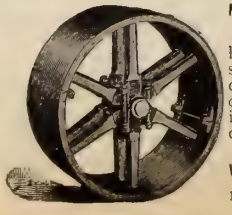
Sail, Tent and Awning Maker.

251 GEORGE AND 154 KING STREETS,

PETERBOROUGH.

Canoe, Yacht and Boat Sails made to order. Perfect Fits guaranteed.

Every description of Lumbermen's Supplies and Waterproof Clothing.



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MENASHA, WISCONSIN.

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LIST of woodworking machines for sale by H. W. PETRIE, Brantford; branch opposite Union Station, Toronto.

SAW mill outfit, Waterous direct action, at a bargain.

SEVERAL second-hand saw rigs, two, three and four block.

A FINE 66 in. inserted-tooth saw, also 52 in. do.

ONE new eclipse saw mill with all late improvements.

ONE saw gummer, Disston make, Philadelphia.

ONE set of hoop machines, American make.

CANADIAN agent for the celebrated Winnie hoop machinery, catalogue free.

ONE drag saw rig, Waterous Engine Company make.

ONE hub turning lathe, American build.

ONE automatic handle lathe.

BROOM handle lathe with wood frame, cheap.

ONE set of spoke machinery, Fay & Co. make

GOLDIE & McCULLOCH stave cutter, set equalizing saw, &c.

ONE Blanchard spoke lathe, Fay & Co. make.

ONE new axe handle lathe.

ONE lot Ewart chain belt good as new with sprocket wheels.

4 POLE road cars, also a number of lumber cars.

ONE self feed lathe machine, Waterous make.

NEW gang lath machine.

ONE Fairbank's timber guage.

ONE saw mill head block, Galt make.

HEADING turner, Goldie & McCulloch make.

ONE single edger with frame work.

NO. 2 large size smallwood shingle machine.

DOUBLE edger Waterous Engine Co. build.

ONE Drake's patent selt feeding parallel shingle edger.

DOUBLE block shingle machine, Pierce make, 40,000 capacity per day.

TWO Hall self acting shingle machines. Goldie & McCulloch makers.

TWO smallwood shingle machines, Waterous make.

FOUR Laws patent upright swing shingle machine

ONE Doherty swing shingle machine.

DRAG saw machine, Goldie & McCulloch.

TWO new shingle packers, all iron.

SHINGLE jointers, 3, 4 and 6 knives.

ONE new No. 3 Rogers saw filer and gummer.

ONE 60 inch Warren turbine water wheel, Goldie & McCulloch, builders.

48 inch Leffel.

48 inch Warren turbine in scroll case.

48 inch Sclater.

44 inch improved turbine water wheel.

PAIR of Sampson tnrbine wheels, 42 inch. run together.

42 inch Sampson turbine.

TWO 40 inch Leffels,

35 inch Leffel.

44 inch Little Giant.

30½ nch Leffel.

30 inch Sclater.

30inch Burnham.

26 inch Leffel.

24inch Turbine by Whitlaw.

21 inch Archmedian,

20 inch Leffel.

25 inch Vulcan in close case, Port Perry make.

24 inch Leffel.

15 inch Archmedian in close case.

17½ inch Leffel.

10 inch brass wheel in iron close case.

WATER wheel governor, Galt make.

MY new list is just out of press, send for it.

FULL particulars regarding any of above machines sent on application. Address, H. W. PETRIE, Brantford, Ont., Toronto banch opposite Union Station.

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FINE * WOOD ENGRAVER

21 MELINDA ST. TORONTO.

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AND ALL WHO ARE UISNG

*Leather * Belting*

IF YOU WANT BELTING

Which will Run Straight on the Pulleys,
Which is Thoroughly Well Stretched,
Which will not Tear at the Lace Holes,
Which will give Complete Satisfaction,

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Sole Agents in Canada for the

CELEBRATED PHŒNIX OIL

The Only Pefect Belt Dressing.

All our Belting is sold at the Canadian price list. Please compare before purchasing. Send for Discounts and our Pamphlet on Belting.

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OF EVERY DESCRIPTION FOR

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ROACH * LIME,

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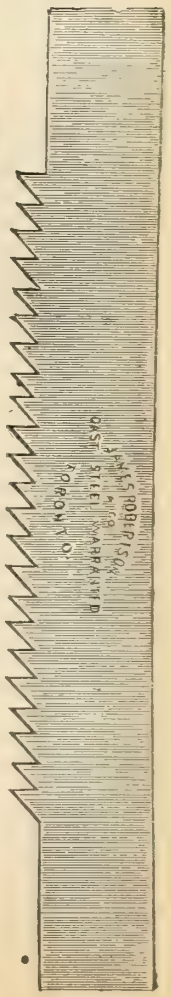

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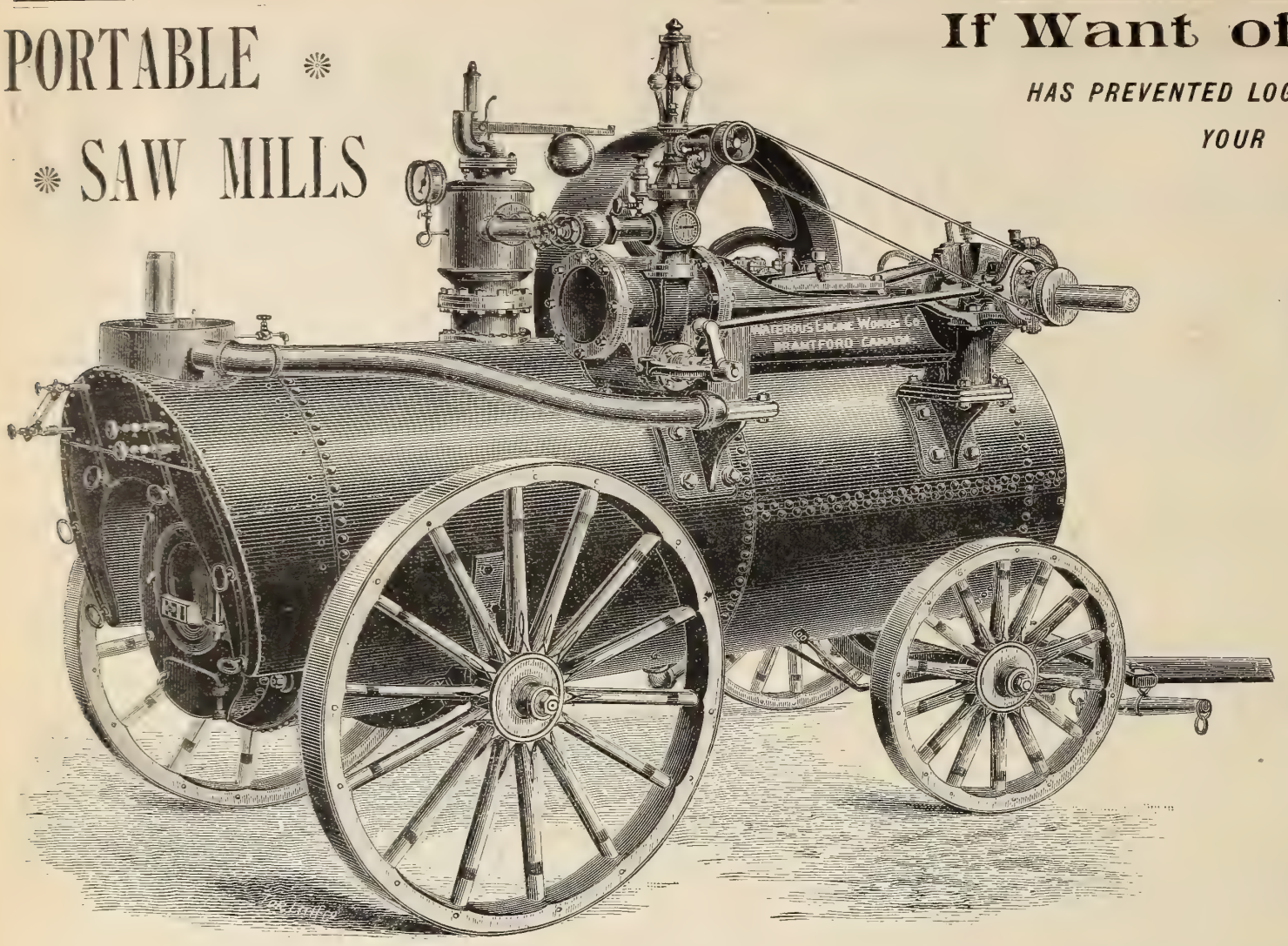

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HAS PREVENTED LOGS REACHING YOUR STATIONERY MILL

Buy one of our

PORTABLE ENGINES

20 to 40 H. P.

ON WHEES OR SKIDS

Which with the saw irons in your stationery mill or a new set from us, will make a Portable Mill that you can take to the woods, cutting your lumber as economically and as well as if at your stationery mill.

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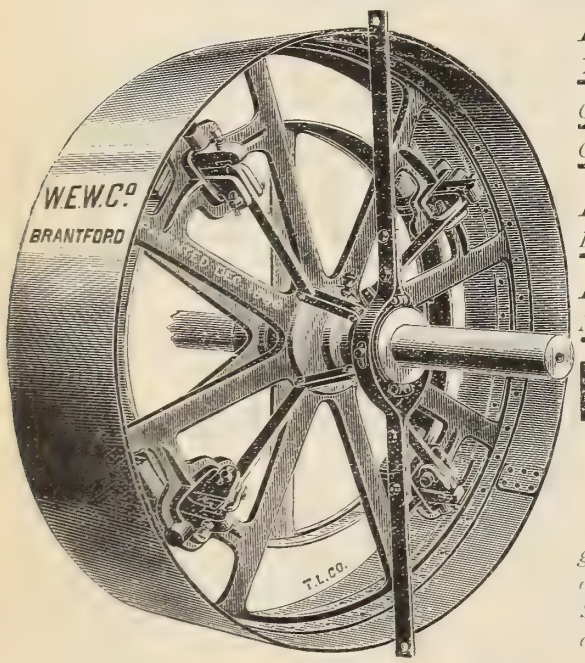

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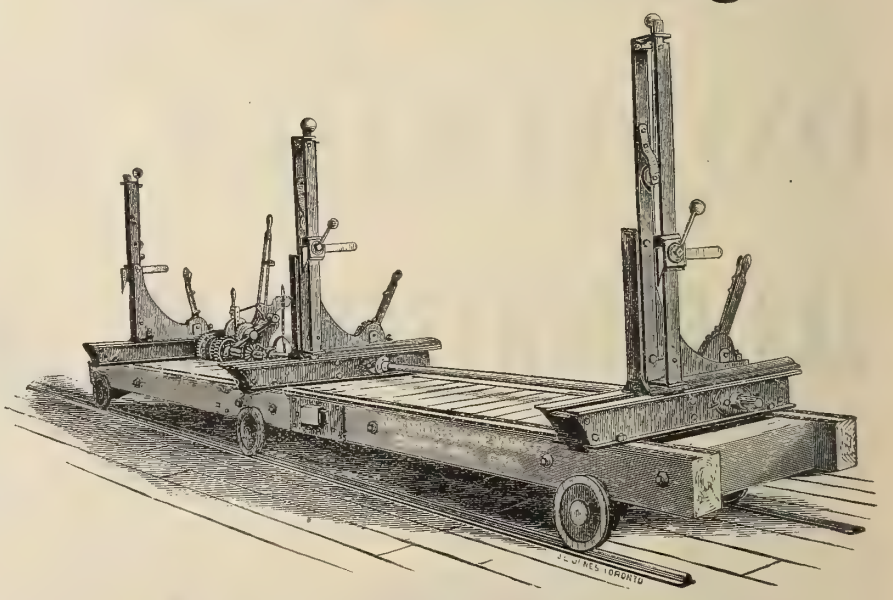

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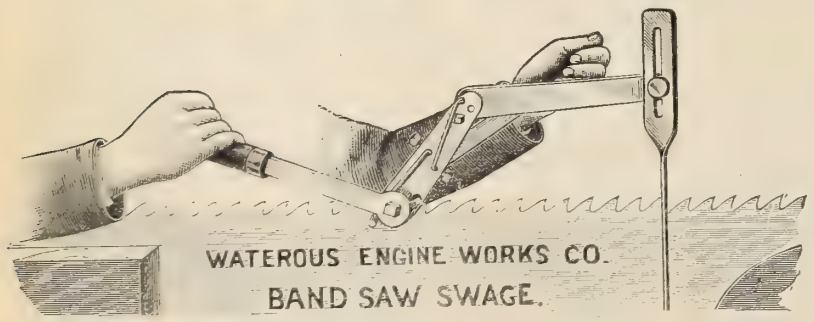
Send us Specifications for estimates of Mills, Engines, Boilers, Etc.



Left hand forward, right hand back to stop, tooth is swage left back right forward, releases swage, lifts it to next tooth, when former operation swaghs it, &c.

Price $30

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Mention "The Canada Lumberman" when writing us.

FRICTION PULLEY BOARD.

The Best Material ever used for Frictions of all kinds.

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Our Rubber Garden Hose is the Best in the Market.

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Best Manner Possible

ALL KINDS OF

HARD and SOFT WOOD LUMBER.

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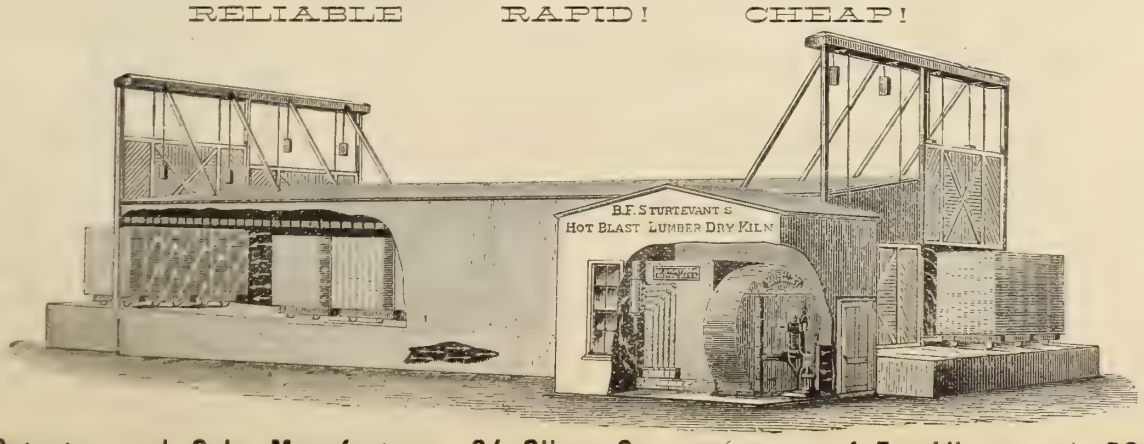

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—WITH THE—

STURTEVANT

Patent Hot Blast

Steam Heating

Apparatus.

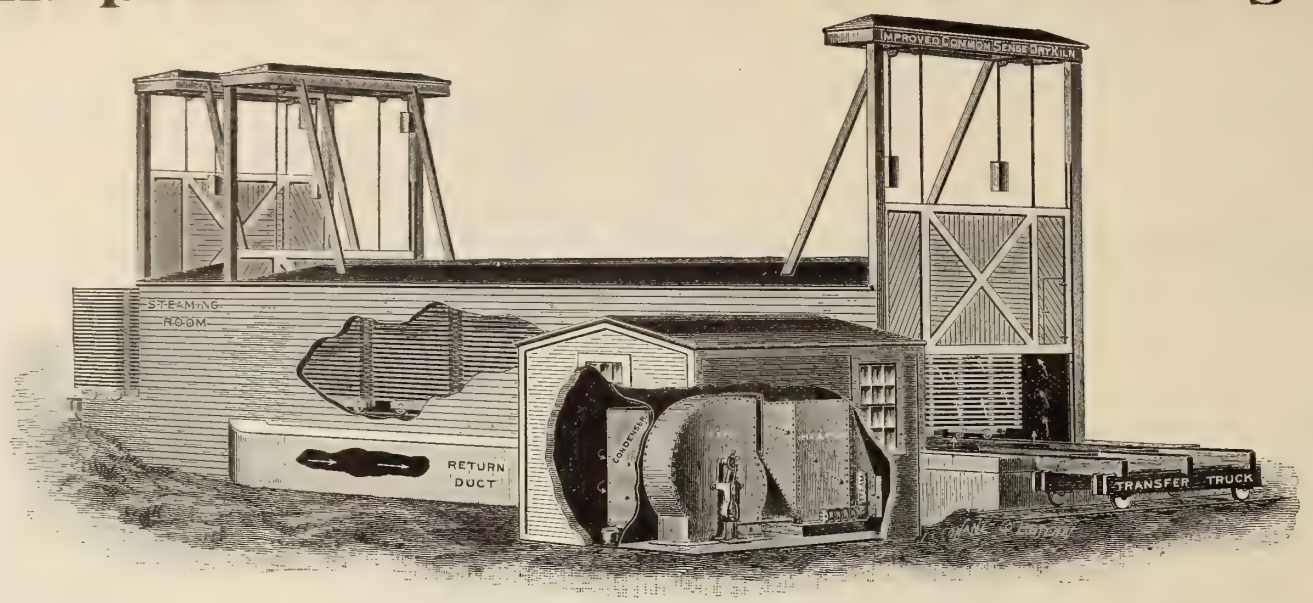
31 N. CANAL STREET CHICAGO.

B. F. STURTEVANT, Patentee and Sole Manufacturer, 34 Oliver Street, (corner of Franklin street) BOSTON, MASS., U. S. A.

A. R. Williams, Soho Machine Works, Toronto, General Agent for the Dominion.

The Improved Common Sense Dry Kiln

Maintains its lead over all others.



It is pre-eminently the best process in use.

It extracts the moisture from the centre; combines active circulation, moderate heat, and condensation of the sap; secures the quickest and best results in the most perfect and economical way known. The process is applicable to old or new kilns. Quickly and repeatedly repays all outlay. For Hardwood Lumber use no other, and avoid all checks, warps and case-hardening. It seasons lumber exactly like, and equal to, air seasoning. More largely used than all others in England and the United States. Address,

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General Lumber AND Timber Merchants,

Correspondence is solicited from parties having choice stocks of Hardwood and Pine to offer, either in the log or in sawn lumber.

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Write for Prices nd Catalogues

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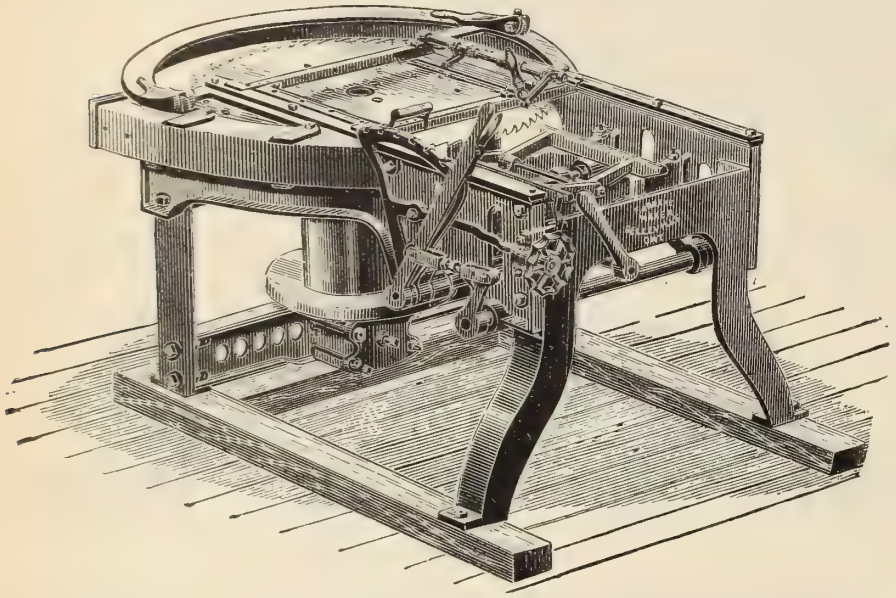

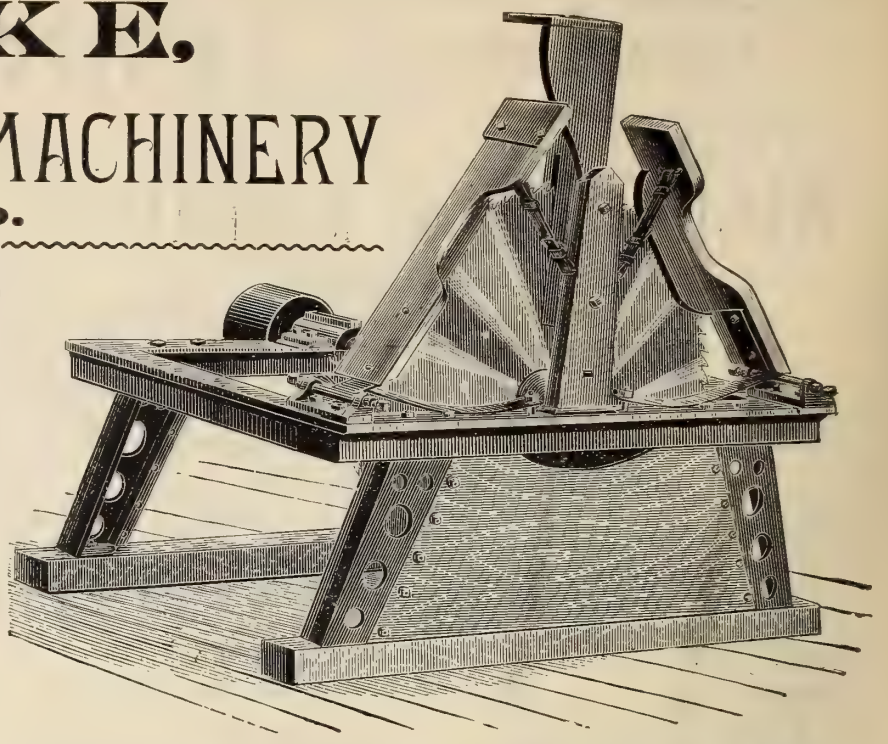

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THE CANADA LUMBERMAN.

VOLUME XI. NUMBER 6. TORONTO, ONT., JUNE, 1890. TERMS, $1.00 PER YEAR. SINGLE COPIES, 10 CENTS

THE CANADA LUMBERMAN
PUBLISHED MONTHLY BY
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Advertising Rates Furnished on Application.

THE CANADA LUMBERMAN is published in the interest of the lumber trade and of allied industries throughout the Dominion being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion of them by others.

Especial pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world so as to afford to the trade in Canada information upon which it can rely in its operations.

Special correspondents in localities of importance present accurate report not only of prices and the condition of the market but, also of other matters specially interesting to our readers. But correspondence is not only welcome but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way effecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the truth. Any items of interest are particularly requested for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN with its special class of readers is not only an exceptionally good medium for securing publicity but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements which will be inserted in a conspicious position at the uniform price of 15 cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for three successive issues or longer.

Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade or specially interested in it, who should not be on our list thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

MR. William Westly, writing from Portland, Me., to a Canadian exchange says, many of the Canadian mill men might to do well this year if prices keep up, in sawing New York orders instead of South American orders, as the price is $2 per thousand better than last year. Any one could run a random order for New York that had timber suitable for the South American trader.

THE Canadian Rubber Co. has secured the sole right for the Dominion to manufacture the celebrated Forsyth Patent Seamless Belting. This belting, which is now being introduced for the first time in this country, is intended to obviate all the criticisms and present possible defects to which the hitherto established methods are subject. Mr. J. H. Walker is the efficient manager of the Toronto Branch of the Canadian Rubber Co.

THE legislature of Newfoundland has just passed a bill authorizing grants of land from five to 150 miles in extent for a term of 99 years, the timber on which may be used for making wood pulp. There are enormous areas of stunted timber, chiefly spruce and fir, of from six to nine inches in diameter which can be used in this manufacture. A company has been formed, some of whom are English capitalists, who propose to go into this business on a large scale, at St. Johns. A large number of applications for these timber lands have been received and probably several companies will be formed.

THE United States tariff bill has passed the House with some trifling amendments. There is no change in the lumber schedule beyond the reduction of 50 cents per thousand on pine boards and half of one cent per foot on square timber. The proviso which adds the export duty laid upon logs to manufactured lumber imported from any country levying such export duty does not take effect till March 1st, 1891. Chemical and wood pulp are given a specific duty equivalent to the present rate. The present intention of the Senate Finance Committee is to have the bill reported back to the Senate in three weeks. It is possible that some changes may be made.

SIR JOHN A. MACDONALD'S announcement in the House of Commons that the Government was ready to remove the export duty of $2 a thousand on pine and spruce logs, whenever the United States are ready to reduce the duty on sawn lumber to $1 a thousand, and that the Washington Government would be duly notified to that effect, does not, so far, appear to have had any salutary effect on the rabid retaliationists on the other side of the line. The announcement, however, is in line with the policy advocated by the LUMBERMAN, that if our American friends are really desirous of getting our logs free of duty, they must first remove the duty on sawn lumber, and failing to do this, we favor the levying of an export duty on logs equal to the duty imposed on sawn lumber.

THERE are seven saw mills in the Lake of the Woods, and the lumber cut this season will be unprecedently large. Some 40,000,000 feet of Canadian logs as well as about 25,000,000 feet of American logs will be cut at these mills. Hertofore the lumbermen had no bona-fide right to cut the timber, but now the Ontario Government, having control, have given the lumbermen what they require, which accounts to a great extent for the increased activity in the business. The Ontario Covernment purposes, at no distant day, holding a sale of timber to meet the requirements of those now in the industry and others who may desire to purchase. It is currently reported that there will be quite a number of small limits put up to suit purchasers of limited means.

THE editor had the pleasure during the past month of visiting a number of the representative lumber firms of Buffalo and Tonawanda. His brief sojourn was made pleasant by the courtesy shown him by each member of the trade with whom he came in contact, and on his return he had fully arrived at the conclusion that although we cannot always agree on the tariff and other questions, that the Yankee lumberman understands the secret of hospitality. As years pass by and new ones come the mutual interests of the Canadian and American lumbermen are becoming more closely allied, and it is only a matter of time before the one barrier between the lumber trade of the two countries—the tariff on logs and lumber—will be removed, and our interests will be mutual. We have taken pains to carefully discuss the tariff question with a number of the leading lumbermen at the points visited, and we find that there is an almost universal feeling in favor of abolishing both the export and import duties. Our trip will be continued during the present month as far east as New York, and we hope to glean sufficient information in the different cities visited to fill an interesting page in a future issue of THE LUMBERMAN. In the meantime we will withhold our notes and combine them with those yet to be put on paper.

THE announcement that Smith, Wade & Co., the well known timber merchants of Quebec, are in financial difficulties has been received with much regret by the prominent lumbermen of that province. The trouble is attributed to speculation in timber and a decline in prices in England. The liabilities are placed at about two millions, and if no settlement can be arrived at between the firm and its creditors. the failure will have a very depressing effect on the timber trade in the Ancient Capital, as millions of dollars worth of timber in rafts purchased by the firm will be thrown on the market. This would undoubtedly occasion a great depression in prices, and might be the means of bringing about other failures in the timber trade. Some sixty vessels are expected at Quebec on charters made by the firm. The principal creditors are Bryant, Powis & Bryant, of London, $300,000; Quebec Bank, $175,000; Bank of Montreal, $130,000; Merchant's Bank, $125,000; Bank of British North America, $75,000; Union Bank, $25,000, and western lumbermen $700,000. Later advices assure us that their assets are largely in excess of their liabilities and the principal creditors have agreed to give the time and extension required to realize on the large stock of timber now held by the firm. It is to be hoped that they will be enabled to carry on their extensive business without the necessity of going into liquidation.

IN a recent interview ex-Congressman Henry C. Burleigh criticised the provisions of the McKinley tariff bill, in which he claimed that the reduction of the duty on pine lumber from $2 to $1.50, while the duty on spruce remained at the first named price, laid an additional tax on the poor man's lumber, and also adds an extra twenty-five per cent. per thousand on dressed lumber, practically giving the Canadian planing mills a bonus of fifteen cents, since the difference in freightage between planed and unplaned lumber is forty cents. The American *Economist*, the organ of the American protective tariff league, replying to Mr. Burleigh says, "Supposing it to be true for Mr. Burleigh's particular locality that the difference in the freight on dressed and undressed lumber is fifteen cents more than the difference in duty, yet he must see that it is purely a question of distance from the Canadian border. If the difference in duty were fifty cents or seventy cents or ninety cents, the same objection could be made against the tariff by persons living further from the importing country. If twenty-five cents extra on dressed lumber is not sufficient to overcome the difference in freight, what redress did Mr. Burleigh expect through the Albany *Argus*, which is assiduously working for free lumber? Obviously, if the twenty-five cent duty pays a bonus of fifteen cents per one thousand, to the Canadian planing mills, and if, as Mr. Burleigh says, the difference in freight on dressed and on undressed lumber is forty cents per one thousand, then by precisely the same logic, free lumber, which Mr. Burleigh's friend the *Argus*, demands, would pay a forty cent bonus to the Canadian planing mills. But as a matter of fact, the new tariff bill makes no such provision as Mr. Burleigh attributes to it. Unplaned pine and spruce alike now pay a duty of two dollars per thousand; if planed or finished on one side, two dollars and fifty cents; if planed and finished on two sides three dollars; if planed on one side and tongued and grooved, three dollars; and if planed on two sides and tongued and grooved, three dollars and fifty cents. Now the only change made in the above rates is that unplaned pine is reduced from two dollars to one dollar and fifty cents per thousand. This gives the Whitehall planing mills the same protection that they now receive for all other kinds of lumber, and an additional fifty cents per thousand for dressed pine; that is, one dollar if planed on one side, a dollar and fifty cents if planed and finished on two sides, or tongued and grooved; and two dollars per thousand if planed on two sides and tongued and grooved.

If those of our subscribers who are in arrears would only be a little more prompt in sending their remittances they would confer on us a great favor. The amounts are mostly small, but they are scattered all over the Dominion, amounting to many thousands of dollars. We could use the money to good advantage in getting out a better paper, if they would only send in the amounts due us. We dislike to be "dunning" but then it has sometimes to be "dun" you know.

After a close investigation of the Henderson Lumber Company, of Montreal, the firm has been declared to be insolvent. In view of the circumstances Mr. Justice Wurtle has granted the petition for a winding up order. The liabilities of the firm will not exceed $180,000, the Ontario Bank being the principal creditor. At a meeting held May 30th, Mr. F. Riddell was appointed liquidator and Mr. W. W. Chipman for the Ontario Bank, Mr. Rowley for the Eddy Manufacturing company, of Hull, Mr. John Ostell, Mr. C. H. Walters and Selkirk Cross were appointed inspectors.

The black birch which is rapidly coming into favor, is a close-grained and very handsome wood, and can be easily stained exactly to resemble walnut. It is just as easy to work, and is suitable for nearly if not all the purposes to which black walnut is at present applied. Birch is of much the same color as cherry, but the latter wood is now very scarce, and consequently dear. When properly stained, it is almost impossible to distinguish the difference between cherry and walnut. In the forests throughout Ontario birch grows in abundance, especially if the land is not too boggy. There is a great difference in the wood of different sections. Where the land is high and dry the wood is firm and clear, but if the land is low and wet, the wood has a tendency to be soft and of a blueish color. In all the northern regions it can be found in great abundance, and as the trees grow to a great size, little trouble is experienced in procuring it in large quantities.

We are pleased to note that the affairs of Smith, Wade & Co., of Quebec, are in a fair way of settlement, and that the firm will be permitted to continue business. The following letter has been published by Mr. Powis, one of the principal creditors : "Inasmuch as certain statements with reference to Messrs. Smith, Wade & Co's financial position have appeared in the public press, I think it right, as representing one of the largest secured creditors and as charged with negotiating an arrangement, to say that any embarrassment of the firm arises from excessive purchases preventing the completion of their usual arrangements. A draft agreement has been prepared providing for the business being carried on as usual and affording means of realizing the stock and assets, which, at cost, exceeded the liabilities, in the usual course of business, and the distribution of the proceeds among the creditors. The leading financial institution of the country and the leading local bank have signed the agreement, and the largest private creditors have given their adhesion to it, but for the last week it has been awaiting the signature of the Union bank, which though not refused, has not been given, and with them must rest the responsibility of the stoppage of the present negotiations and the widespread distress and loss that would result to the Quebec trade and probably the needless liquidation of this old established Quebec firm."

A large and representative gathering of northwestern lumber manufacturers convened at Minneapolis, Minn., last week, to discuss the situation of trade with especial reference to prices. Some fifty or sixty firms were represented at the meeting, and it was voted to advance prices on common grades ten per cent. The most important action of the meeting was to commence the work of securing for the northwest and Mississippi valley uniformity of grades, uniformity in the nomenclature of grades, and uniformity in the thickness that listed lumber shall be cut, as a means that would ultimately bring about a better condition in prices. There was a strong feeling that the situation might be improved by withdrawing the traveling men from the road for a period of thirty or sixty days, and the committee to whom was entrusted the work of attempting to secure uniform grades, was also charged with the duty of attempting to secure the signatures of three-fourths of the manufacturers in a prescribed territory to withdraw their traveling men, the action to be binding when the signatures of the requisite number is secured. It is evident from the action taken, that the lumber industry in the northwest is not in a healthy condition, and that the price of the manufactured product is out of all proportion to the cost of production and the price of stumpage.

HARDWOOD INSPECTION.

The lumber section of the Toronto Board of Trade, at a meeting held during the past month, adopted the hardwood inspection compiled by the committee appointed for that purpose. The members of the committee have devoted much time and thought to the preparation of this inspection, and it is to be hoped that it will be generally accepted by the trade throughout the country as a basis for determining the value of the various grades of hardwood lumber placed on the market. The pine inspection, which has been compiled by the same committee, has also been submitted for approval, but will not be taken up by the lumber section until June 2nd. The following is the report as adopted, touching upon hardwoods only :

It is impossible to make rules that will govern every piece of lumber, there being no two pieces of lumber exactly alike ; it is therefore expected that the Inspector shall be a person of experience, and use his best judgment—based upon the general rules given ; making no allowance for the purpose of raising or lowering the grades of a piece.

The Inspector must not favor either the buyer or seller, but take lumber as he finds it, and pass upon each piece the grade to which it belongs. Inspectors should examine all lumber on the poorest side, except flooring. All lumber must be measured in even lengths, excepting stock that is cut to order, for special purposes, when it shall be measured for the full contents. Bark or waney pieces shall be measured inside the bark or wane. All tapering pieces will be measured one-third the length of the piece from the small end.

All badly cut lumber shall be classed as Cull, or placed one grade below what it would be if properly manufactured. All lumber shall be sawed thick enough to meet the required thickness when seasoned. Lumber sawed for newels, columns, balusters, axles, or other specific purposes, must be inspected with a view of the intended use of the piece, and the adaptability for that purpose, as in most of cases it cannot be utilized for other purposes. Heart pieces are excluded from all grades above Cull. Worm holes are considered one of the most serious defects. Gum spots in Cherry is a defect, and if excessive, will lower the piece one or two grades. Warped, twisted, stained and stick-rotten lumber shall either be classed as Cull or Mill Cut and refuse.

The standard lengths of Whitewood to be 12, 14 and 16 feet, admitting 10 per cent. of 10 feet lengths ; Walnut and Cherry, 10,12, 14 and 16 feet lengths, admitting 10 per cent. of 8 feet ; 8 feet to be admitted as No. 1, must be 12 inches wide and upwards ; to grade as No. 2, 8 inches wide and upwards.

A standard knot must not exceed *1 and 1-4 inches diameter, and must be sound.* Log Run shall be the unpicked run of the log, Mill Cull out. Lumber sold on grade, and without special contract, will be measured according to these rules. The Inspector will be required to keep a correct copy of all measurements, and give duplicate of same, to both buyer and seller if required.

In all grades mentioned as combined in No. 1 and 2. All pieces less than 8 inches shall be considered as seconds.

RULES FOR INSPECTION OF HARDWOOD LUMBER.

Black Walnut.—Combined grade of first and seconds, Rejects and Shipping Culls. No. 1, from 8 to 10 inches, shall be clear of all defects ; 10 to 16 inches wide, may have 1 and 1-2 inches bright sap or 1 standard knot ; 16 inches wide and upwards, may have two inches bright sap or two standard knots, showing on one side only. Seconds.—6 inches wide and upwards, must be clear of all defects at 7 inches ; at 10 inches will admit 1 and 1-2 inches sap, or 2 standard knots, 10 to 16 inches wide will admit of two inches sap, or 2 standard knots ; 16 inches wide and upwards, may have 3 inches sap, or 3 standard knots ; 12 inches wide and upwards, will admit of a split, if straight, 1-6 the length of the piece, provided the piece be equal to No. 1 in other respects. Not over 10 per cent. of seconds will be taken with splits of the above character.

Rejects.—5 inches wide and upwards ; at 7 inches, may have 1 inch sap or 1 standard knot, 7 to 12 inches wide, may have 2 inches sap or 2 sound knots, 12 to 18 inches wide, may have 4 inches sap or 4 sound knots, above 18 inches, may have 5 inches bright, sound sap. *Shipping Cull* will include all lumber not equal to the above, that will average and work 2-3 its width and length.

Cherry and Butternut.—Will be graded and inspected according to the rules given for Black Walnut, with the exception of gum specks in Cherry.—See instructions.

Whitewood, Cottonwood or Balm of Gilead.—Will include the combined grade of first and seconds—No. 1 Common, No. 2 Common, or Shipping Cull. The combined grade of first and seconds shall not be less than 65 per cent. of No. 1. No. 1 shall be 10 inches wide and upwards and clear of all defects at 12 inches, 12 to 15 inches may have 1 and 1-2 inches bright sap or 1 standard knot—showing on one side only, 15 to 18 inches, may have 2 inches sap ; 18 inches and upwards may have 3 inches sap or two standard knots, showing on one side only.

Seconds.—8 inches wide and upwards, clear of all defects at 9 inches, at 10 inches wide, may have 1 standard knot or a split not over 12 inches long, 15 to 18 inches wide may have 2 standard knots, or 3 inches bright sap, 18 to 22 inches may have 3 standard knots or 4 inches bright, sound sap.

No. 1 Common, shall be 6 inches wide and upwards, bright, sound and clear sap, not a defect in this grade, 8 to 12 inches wide, may have 3 standard knots, 12 to 16 inches wide, 4 standard knots, 16 to 24 inches, 5 standard knots, or may have straight heart cracks not showing over 1-4 the length of the piece, if it have no other defect excepting bright sap.

No. 2 Common or Shipping Cull, will include lumber with more defects than the No. 1 Common. Pieces will be counted where 2-3 of the piece will be available for use for rough manufacturing purposes, stained sap or other defects will be counted in this grade, dotted and rotten sap, and other lumber than as above named, will be classed as Mill Cull or refuse, and have no standard value.

Basswood shall be inspected the same way as Whitewood, Cottonwood or Balm of Gilead, with the exception that Seconds will take lumber 6 inches wide and up.

Ash and Oak shall be graded as first and seconds, and 6 inches and over in width. Boards or Plank 8 inches wide will admit of one standard knot or one defect ; 10 inches and over wide will admit of two or more defects, according to the width of the piece ; bright sap is not considered a defect.

Culls include all widths, lengths and sizes, except such stock as will not work one-half without waste. Other than the above are classed as Mill Culls, and have no value in this market.

Chestnut shall be 6 inches and over in width, and clear up to 8 inches. Pieces 9 inches wide may have 3 standard knots, over 12 inches wide 4 standard knots. This grade must be absolutely free from worm or pin holes. Culls shall constitute all lumber below the above grade that will cut one-half without waste.

Sycamore shall be inspected the same way as Oak and Ash.

Hickory shall be inspected the same as Oak and Ash.

Rock and Soft Elm shall be 6 inches and up wide, and up to 10 inches shall be perfect. Beyond that width shall take the inspection given to Oak and Ash.

Hard and Soft Maple shall be inspected for first and seconds in the same manner as Oak and Ash.

Clear Maple Flooring shall have at least one clear face and, two edges also clear. Common Maple Flooring shall be of the same general character as clear, may have one or two small sound knots of not more than 3-4 of an inch in diameter, or a small wane on one edge, which will not injure it for working its full size without waste.

Birch shall have the same inspection as Hard and Soft Maple, with the exception that sap is considered a defect more than in Maple.

THE NEWS.

ONTARIO.

—Wm. Gibson & Co., shingle mill, Powassen, have dissolved.

—D. B. McRae, owner of a saw mill at Meldrum Bay, has assigned.

—Vigar Bros.' saw mill at Port Arthur commenced running last week.

—The first square timber of the season reached Ottawa on May 23rd.

—Tait's mill, at Orillia, resumed work for the season on April 28th.

—Mickle & Dyment's mill, Barrie, has resumed work for the season.

—Gilmour's big mill in Trenton will not commence running until June.

—The saw and shingle mills in the vicinity of Wyvale are now in full blast.

—Beckett Bros., planing mill, sash and door factory, Smith's Falls, have assigned.

—The mill of Cameron & Kennedy, at Norman, will start running early in June.

—Mr. Clark is building a new saw, shingle and lath mill at St. Ola, North Hastings.

—All the square timber that was around the Sundridge station has been shipped.

—Josiah Kean, of Fesserton, shipped a car load of shingles for Vermont on May 12th.

—The C. Beck Mfg. Co., Penetanguishene, is rebuilding the burner at the big mill.

—The first night shifts for the season went on duty at the Chaudiere mills May 12th.

—Mr. C. Young, of Young's Point, has his large drive of logs safely boomed and ready for the saw.

—James Playfair & Co. have had two new circular saws put into their mill at Sturgeon Falls, Ont.

—Nearly all the mills in Fesserton are now running with every prospect of a good season's business.

—Senator McLaren, of Perth, has purchased one hundred thousand acres of Mineral land in Virginia.

—The Collins Bay Rafting Company expect to ship 1,000,000 cubic feet of lumber from Belleville this season.

—The first saw logs made by the Hawkesbury Lumber Company, at Maniwaki, arrived at the Gatineau boom May 8th.

—Logs are coming down very slowly from the Gatineau. The total cut in that section is about a third less than last year.

—A considerable quantity of dimension timber is being sawn in the E. B. Eddy company's large mill at the Chaudiere.

—The three mills at Byng Inlet have once more got down to work, and the cut in each is expected to be fully up to former years.

—McClyment's saw mills, at Ottawa, started up for the first time May 3rd, and expect to run the whole season without stopping.

—The mills at Washago have started again. Brady & Hartley's shingle mill started on May 12th, and Miller's a few days later.

—Returning shantymen arriving from the Serpent river report the drive as coming down slowly owing to the prevailing cold weather.

—The new band saw in Perley & Pattee's mill at the Chaudiere is now running full blast, and is turning out a large amount of timber.

—The tug *Resolute*, towed out of Midland Harbor May 12th, the large barge Wahnapitae, loaded with 2,000 tons of ice and 300,000 feet of lumber.

—The total amount of logs got out during the week ending April 27th for the mills at Keewatin, Norman and Rat Portage will be ninety million feet b.m.

—A number of cribs of timber reached Ottawa on May 24th and are boomed at Nepeau Point waiting a tug to tow them on to the Quebec markets.

—The saw mill at Uhthoff is doing a brisk business cutting and shipping lumber. They loaded and shipped eighteen cars from the 1st to the 10th of May.

—Mr. Robt. H. McKee, formerly of the Deseronto Cedar Mill and lately of Arnprior, is now manager of the Satsuma Lumber Company at Satsuma, Florida.

—Messrs. Bronson & Weston shipped their first barge of lumber from their new yard at Rockliffe, on May, 17th. The lumber was for Grier & Co., of Montreal.

—W. W. Carter and Murney Deans, of Deseronto, are about to start a portable saw mill to cut 1,500 logs which they have on hand about two miles from Cookston station.

—A gang of twenty-eight men employed on the drive for the Bronson concern arrived at Ottawa on May 27th. They got big wages for their services, being all picked river men.

—Davidson & Hay, of Cache Bay, have commenced running their saw mill in full force. About seventy men are employed and they expect to cut 100,000 feet per day during the season.

—The personal estate of William Triain, Toronto, formerly lumber dealer, Muskoka, in which an offer of 25 per cent. on the dollar was refused, has been wound up and will pay 9 1-5 cents.

—The Waterous Engine Works Co., of Brantford, shipped last month to Rat Portage a 40-horse power boiler for Mr. John Bulmer, and a 30-horse power boat boiler for Mr. Reid.

—Bronson's scow, towed by the Minnie Belle, transfers 300,000 feet daily on an average from the Chaudiere to the Rockliffe grounds, where it is landed and piled in readiness for shipping.

—Mr. D. Miller's shingle mill at Washago, which was destroyed by fire about a month ago, has been re-built and is again running. He intends running day and night in order to cut his season's stock.

—Mr. J. Kean, Fesserton, is now cutting cedar shingles. He has just put in a new carrier from the lake to the mill, which will enable him to handle shingle bolts with much greater facility.

—The Emery Lumber Co. are at present shipping, via C. P. Ry., a raft of square and waney pine which was cut last winter on one of their berths, north of Sudbury. It is a splendid lot of timber.

—Mr. J. Galbraith, of Emsdale, has added quite a lot of new machinery to his shingle mill and built extensive carriers for the refuse slabs and saw dust across the Magnetawan. The mill will soon be in working order.

—Perley & Pattee's mill at the Chaudiere has started up for the season. A new band saw is being placed in the mill, which will be brought into use in a few days. The mill for a time will only be run during the day time.

—There are less logs in the Gatineau this season than for 25 years past, owing to the short cuts and late season. Half of the Hawkesbury deal logs are at the Gatineau boom and the rest are expected down in the course of another month.

—The freight carried over the Canada Atlantic railway during the year ending June 30, 1889, amounted to 407,000 tons including 115,970,000 feet b.m. of lumber and 49,957 cords wood. The length of the line is only 138 miles.

—Rafts of timber are coming down the Ottawa in fine style. Recently a raft belonging to Thistle, Carswell & Co., passed Dieux Riviers, composed of one hundred and eighty-one cribs of square and waney pine of a very fine quality.

—The Deseronto *Tribune* says, many of the best men employed by Gilmour, Trenton, are leaving for the United States. The exodus from the Bay district has now assumed proportions almost equal to that from the maritime provinces.

—The first raft of the season to pass down the Ottawa river belonged to R. H. Klock & Co. and was a pretty large one. The first logs of the season floated down to the mouth of the muskrat, belonged to the Pembroke Lumber Company.

—The lumber cargoes of the Canadian barges Isaac May, Waubaushene and Muskoka were attached by the sheriff at Toledo to satisfy a claim for $11,000. The action was brought by Milton T. Van Lickle & Co., of Bay City. The case was settled.

—The mill of the Minnesota & Ontario Lumber Company, at Norman, started up on May 14th. The company intends cutting twelve million feet of lumber this season by running the mill for all it is worth and making time and a quarter part of the season.

—Mr. J. R. Booth's mills at the Chaudiere have started up. A new rope transmitter is being constructed to replace the old belt transmitter, which will save considerable money and time. There is a large supply of logs on hand and the season's cut is expected to be a good one.

—The largest drive of logs ever floated on Still river, Parry Sound district, is now on its way to the mills. The timber is reported as being first-class, and if the water remains as high as it is at present the drives on this, as well as on all other streams in this locality, will go through in good shape.

—While the frame of Ludlum & Ainlie's planing factory at Comber was being raised on May 16th, one of the scaffolds gave way, completely burying five men underneath the lumber and timbers. The men were badly bruised, but all will recover.

—The Gravenhurst *Banner* says: The property known as Taylor's mill property in West Gravenhurst will change hands shortly. Our townspeople in the west will be pleased to see this mill in operation, as when run to its full capacity it gives employment to a greater number of hands than any other mill in town.

—The E. B. Eddy Company will probably start their mills at Ottawa, about the 12th inst. They have some twelve million feet of logs to saw, but they are scattered all over the river. Hurdman Bros., Hull, expect to start up about the same time.

—Messrs. DeCew and Collier, of Essex, lately purchased from the Canada Company their large block of 5,000 acres timber lying in the Townships of Colchester North and South, which is covered with elm, cottonwood, oak, ash, sycamore and maple, and are arranging with the L. E., E. & D. R. R. for a four mile spur to run through the centre of the block.

—The following lumber mills are located on the Lake of the Woods: At Rat Portage, Ross, Hall & Brown and the Western Lumber Co.; at Norman Hy. Bulmer's, Cameron & Kennedy and the Minnesota & Ontario Lumber Co's.; at Keewatin, The Keewatin Lumber & Manufacturing Co., and Dick & Banning's. These mills give employment to nearly 1,000 men.

—The mills of the Parry Sound Lumber Co., the Midland & N. S. Lumber Co., and the Conger Lumber Co., at Parry Sound, have all commenced running with a large stock of logs on hand. The cut in each of these mills will average about the same as last year. The remaining three mills in this prosperous lumber town are getting things in shape for the season's operations and will soon be in operation also.

—The new bridge over the St. Lawrence at Coteau Landing, built by the Canada Atlantic Railway, has only been in operation for a few months. It is only used by one railway, its principal business being the transportation of lumber from Ottawa to Rouses' Point and other places in the United States, and yet the number of cars passing over it is already 250 freight cars daily, besides four passenger trains each way,

—On the Oxtongue River last week George and William Robson had a very exciting saw log ride. They went to break a jam of logs caused by a great rock in the river, expecting, that as soon as the logs started, to get on to the rock for safety until all the logs had passed down. When the logs started they went off with a rush with the two young men on the logs, and in a twinkling the rock was lost to sight. They clung to the logs down through a series of perilous rapids, but they arrived safely at the foot.

—The receipts of the Ontario Crown Lands Department during the 17 years from 1873 to 1889 are given as follows:—1873, $1,121,264; 1874, $890,676; 1875, $494,004; 1876, $673,370; 1877, $628,713; 1878, $445,192; 1879, $457,340; 1880, $616,311; 1881, $992,504; 1882, $1,095,152; 1883, $635,446; 1884, $570,305; 1885, $736,865; 1886, $820,895; 1887, $1,148,894; 1888, $1,450,098; 1889, $1,204,639. Total, $13,915,658. The average of the receipts for those 17 years has been about $773,000 a year.

—The *Mississippi Valley Lumberman* says the property near Rat Portage which originally belonged to Dennis Ryan and W. J. Macauley, together with a large amount of stumpage on the Minnesota side along the Big Fork and Little Fork rivers is being offered for sale. Mr. Ryan is another of the capitalists who has dabbled in lumbering without making it so profitable as to be disposed to continue the business. But if Minnesota lumbermen can pay the duty and ship lumber across the line into Manitoba, there ought to be money in operating a mill on Canadian soil, making lumber from logs admitted duty free.

—During the gale of May 17th, several rafts of logs are reported to have been lost on the lakes. The *Maganetawan* with a large raft in tow for Collingwood was struck by a gale outside of Hope Island, and after holding as long as possible the raft was driven among the islands and broke away, drifting off towards Honey Harbor. Most of them may be picked up. The *Superior* with a raft in tow for Chew Bros., Midland, also encountered the gale and her raft went adrift. At the time of writing it is also feared that the *Chamberlain* has lost its raft of logs on the way from Little Current to this port for the Beck Manufacturing Co.

PROPOSED U. S. TARIFF ON LUMBER.

The following communication, written by Mr. Wm. Little, of Montreal, and published in the *Canadian Journal of Commerce*, will be read with interest by lumbermen on both sides of the line.

Respecting the proposed changes in the United States tariff as regards lumber, you have no doubt observed that the majority of the House Committee of Ways and Means of the U. S. Congress have, in their Bill "To Reduce the Revenue, and Equalize the Duties on Imports and for other Purposes" reported a tariff to practically exclude for a time Canadian pine and spruce lumber, by imposing the rate of $3 per M. on spruce and $3.50 per M. on pine lumber; for although these are not the terms used, yet these will be the rates of duty established if their recommendation be adopted; but knowing that no duties imposed on imports are so universally reprobated by the American people as those on lumber, now that their forests of white pine and spruce, this side of the Rocky Mountains, have been recklessly destroyed—no less than four bills having been introduced in the last session for putting all forest products on the free list—it seemed strange that this committee should recommend increasing these duties to nearly double the existing rates. The mystery is, however, solved by the announcement made by the American lumber journals that this change in the tariff was made at the instance of Messrs. Congressmen Bliss of Saginaw, and Wheeler of West Bay City, who had succeeded in getting a provision inserted, "that sawed lumber imported from any country which imposes an export duty on logs shall pay a duty equivalent to such excess in addition to the duty provided by the proposed bill."

This was certainly patriotic in Congressmen lumbermen Bliss and Wheeler, and the American people will, no doubt, be grateful to them for trying to double up the duties on lumber, in order that they and their friends in the Saginaw district who have run out of timber (which hitherto, fearing the duty might be removed, they claimed was inexhaustable) may obtain Canadian sawlogs at a nominal rate, to keep their otherwise worthless saw mills in operation, and add still further to their enormous wealth. A very pretty little scheme as it is, and one that might be successful, but for the fact that the people of the United States have yet to be consulted, and the Canadian people may also have something to say in the matter.

That the gentlemen of this Committee have been trifled with is evident, as the lumber papers state, 'the Congressmen of the Committee find it hard work to understand why this demand is made as they know little about the lumber business in a practical way," which remark is obviously correct, as they appear ignorant even of the effect of their own recommendation, for, after having proposed to nearly double the existing rates of duty, they talk of a reduction, and say: "We are satisfied any reduction of the light duties on lumber proposed would tend to discourage the proper care of our timber lands, now so generally preserved by the judicious cutting of the trees of full growth at such intervals of time as will preserve the timber reserve, etc."

The reasons here given, if not intended to be ironical, are so incongruous, when applied to the treatment of his timber land by the American lumberman as to border on the sublime. Who, except the gentlemen of this Committee, ever knew of an American lumberman giving proper or any care whatever to his timber—of his not cutting every tree, from which he could realize a cent, down to six inches in diameter, and leaving the forest when he is through with it, looking like the abomination of desolation. Even to mention the word forest to the majority of American lumbermen is like flaunting a scarlet rag in the face of a mad bull, and American lumber journals never print the word but with fear and trembling, lest they might seriously offend some of their constituents.

Who ever heard of one of them contributing a dollar to the cause of the forests, out of the millions they have amassed from their destruction? Their contributions don't go in that direction, but are rather employed in deriding any attempt to create an interest in forestry, a subject of such paramount importance to the welfare of both the United States and Canada that it is trifling to mention it in connection with such a petty subject as timber duties. Unfortunately for the cause it is this insignificant duty, of no moment by itself, that estranges those who should, and no doubt otherwise would, be among its most ardent advocates. Their forestry work is not now done in the woods, but in Washington.

With the fiscal policy of the United States we, of course, have nothing to do; and if the American people choose to impose upon themselves a tariff of $1.50 or $3.50 or any other rate on imports of Canadian lumber it is a matter which concerns themselves, and we will rest content; but to fancy that the Canadian government will change its policy because Messrs. Bliss and Wheeler's friends are short of sawlogs is too ridiculous for anything; and the rate will probably be raised to $3 as originally intended, unless the U. S. lumbermen permit some material reduction to be made from existing tariff rates on lumber.

For 20 years up to 1886, the export duty on pine saw logs remained at $1 per M. while the duty exacted on Canadian pine lumber entering the United States was $2 per M., a policy which completely destroyed the Canadian sawmill industry on the Lake Erie shore, and which was on this account transferred to Buffalo and Tonawanda, while during the same period thousands of American citizens were employed in New Brunswick sawing American sawlogs taken from the State of Maine, then to be shipped home free of duty when sawn, all to the prejudice of the Canadian lumberman; and our government neither remonstrated nor made any change in the rate of duty; but at this time rumblings began to be heard from the west; we were to be invaded in the rear, and finally the American lumber journals announced that a raid was to be made on the Georgian Bay district of Canada, and that Gen. Alger, Col. Jeffers, Col. Bliss, in fact a small army of superior officers, were then organizing with that intent. Our government thus forewarned, and having also learned from the same reliable sources of the havoc and desolation which followed wherever these warriors appeared—of the mighty monarchs they had overthrown, of the hundreds of millions they had slaughtered, and of the vast territories they had laid waste, thought it prudent to put a couple of extra rails on its fence, which was then only one rail high, just high enough that they might know there was a fence there; but when these gentlemen heard o this, and said "that they didn't mean harm in any way, that they didn't intend any devastation o our country, but just wanted a few saw logs; that though they had plenty of logs at home, they were a little off color, and they just wanted a few of our good logs for "sweetning,"—and promising to be good fellows for the future, our government took one rail down, so that they don't find any difficulty in getting over it; but they are still not happy because we don't take down the fence altogether; and because some of them invested a few dollars in Canadian timber limits, worth ten times any sum paid for them, and our government won't legislate especially for their interest and that we don't all go into extacies to have these gentlemen, who have devastated their own forests, rush in and destroy ours in like manner, we hear a constant whine about the ungenerous conduct of the Canadians, and the existing conditions misrepresented and distorted. There are, however, American lumbermen of character, such as the Hon. S. O. Fisher, of West Bay City, who, holding to some old fashioned notions of honesty, and probably annoyed at hearing so much of this delusive cant, had the fairness to say: "As soon as we undertake anything of that sort (referring to towing over logs to Michigan) up will go the export duty to $3 or $4 a thousand feet. They (the Canadians) would not let us rob them any more than we would not let them rob us." These candid words, however, caused his banishment from the capitol, as to be "unsound on the sawlog question" is rank treason in the eyes of Michigan lumbermen, and his place in the council of the nation is now filled by the Lord High Admiral, who, with our friend the mighty warrior Colonel Bliss, appear to have doffed their warpaint to pursue the peaceful avocation of log-rolling in Washington, and are now, as our western friends say, "Working this log racket for all it is worth."

"But more true joy the exiled Fisher feels
Than Wheeler with a senate at his heels."

The Canadian government has always expressed its willingness to reduce or entirely remove the sawlog duty, whenever the United States lumbermen permit Congress to reduce or remove the duties from Canadian lumber, even though at the present moment—when the log and lumber duties are alike—all Saginaw lumbermen (Messrs. Bliss and Wheeler included) know that they now have an advantage of more than $2 per M. over the Canadian manufacturer, owing to the cheaper rate at which logs can be towed as compared with freighting the product in vessels—the better condition in which the stock is delivered in market, free from splits, checks, and weather stains—and the additional value, delivered without cost, of the rough products for pickets, lath, shingles and fuel for their salt blocks, which the Canadian operator, owing to his isolated position and the cost of freight, finds in many instances a nuisance.

Without taking into consideration the very great advantage of being in a large market, where buyers go to purchase stock, and which can be supplied at any time by rail or water, instead of having to send forward their lumber at the convenience of vessel owners, and accept such prices as they can get from buyers who at the time of arrival may neither want the lumber nor have any convenient place to receive it—the writer knows from personal experience that the advantages possessed by those towing logs from Canadian points on Lake Erie to Buffalo and Tonawanda, over those manufacturing in Canada, were more than $4 per M. and had the effect of bankrupting every Canadian manufacturer rash enough to try to compete under such exceptional conditions, a fact which enabled the Hon. Mr. Weston, four years ago, to make the painfully true remark, "On the North shore of Lake Erie the Canadian saw mills are in ruins, but the mills at Tonawanda are employing thousands of American workmen manufacturing Canadian logs towed from the Erie north shore. The Saginaw mills are running out of stock and looking to Georgian Bay for Canadian logs to cross the Huron Lake to keep their mills and men at work."

And now that this matter has been so obtrusively forced on our attention—unless some satisfactory adjustment is arrived at, the Canadian lumberman will insist that the export duty on saw logs shall at least be fixed at such a rate higher than the import duty imposed by Americans on Canadian lumber, as to place the Canadian manufacturer on an equal footing with Americans sawing Canadian sawlogs. "Only this and nothing more." Moreover, the sentiment is rapidly growing that, considering the condition of our own forests, it would be prudent to prohibit the export of pine sawlogs altogether, a course which will assuredly be adopted should the exceptional duties proposed be enacted by the United States government.

It is probable, however, that when this matter is discussed in the House, Messrs. Congressmen Bliss and Wheeler may discover that there are other Congressmen, who are not lumbermen, who like the gentlemen of the Committee, may "find it hard work to understand why this demand is made," and though they may "know little about the lumber business in a practical way," they may know enough about it to enquire on what grounds the existing duty on lumber, which should have been abolished years ago, should now, for the sole benefit of a few Michigan lumbermen, who have speculated in Canadian timber limits, be raised to nearly double the present rates, while ninety-nine out of every hundred Americans outside of Congress consider, in the interests of the country, these duties ought at once to be removed; not reduced but absolutely, completely removed; as whatever duties are imposed on pine and spruce lumber must herea ter be paid by the consumers—the merchantable white pine and spruce timber of the United States, east of the Rocky Mountains, being about gone.

Taking as an illustration the pine of the State of Michigan; we find that the 29,000,000,000 feet, reported by the census of 1880 as standing in the lower peninsula, have dwindled to less than one-tenth that amount. The editor of the Chicago *Timberman*, after investigation, could only discover 3,000,000,000 there last year, a portion of which was cut the past winter, so that of good merchantable white pine there is not to-day a supply in the whole of the State that would satisfy the sawing capacity of the Michigan saw mills for more than six months. There is still some little to be had of gleanings from third or fourth cut burnt-over stump lands, the product from which goes entirely into the different grades of culls,—this, together with some red pine (Norway) and inferior hemlock, may keep the mills running for a short time, but, as is said above, the good, merchantable white pine timber is about gone, and the mill owners, not one in ten of whom owns a stick of good white pine standing, find that the few individuals who hold what patches of good timber are left, will not dispose of it to them at such a rate as to leave them a profit in converting it into lumber, and being forced to get stock somewhere, are becoming desperate; and while some are going south and west others appear to be retiring gracefully from the field as expeditiously as the insurance companies can conveniently pay for cremated saw mills; while others again, like our friends Bliss and Wheeler, seem inclined to raid Canada for supplies, and although we are always happy to have our American friends amongst us, and are willing that they shall enjoy every privilege possessed by ourselves, outside of voting away our property, we must draw the line there.

Assuming, as we have a right to do, that the census estimates of 1880 of standing pine timber in Minnesota, Wisconsin, and the upper peninsula of Michigan, are as accurate as the present condition of the forests in lower Michigan has proved them to be, we have from the total of 55,170,000,000 feet then standing, to deduct 37,451,342,338 feet, being the amount cut during the past 10 years, according to the admirable comparative statement annually prepared by the *Northwestern Lumberman*, which leaves only 17,708,657,662 feet remaining, and adding say 2,000,000,000 for lower Michigan, we have a total of 19,718,657,662 feet remaining on hand, as compared with 84,170,000,000, as returned by the census 10 years ago, and since the cut last year amounted to 8,305,833,277 feet, there would appear to be just a little over two years supply in the whole North West.

It is not, of course, contended that this is the exact condition, for no doubt timber has been cut in the past few years that was not included in the estimates when they were made, but to offset this there must be taken into account the amount of timber made into shingles, during the time, the same authority giving a return of 41,303,373,085 shingles, requiring probably equal to 8,000,000,000 feet of timber. So that it becomes evident that the great white pine forests of the United States have vanished.

The spruce forests of the east, which are confined chiefly to the States of New York, and Maine, New Hampshire, and Vermont, have now but "a few scattered remnants" of their once great wealth of timber,

and bear hardly a relative value to the great white pine forests of the West, the three last mentioned (no estimates having been made by the census of the forests in New York) contained, according to the census of 1880, 7,265,000,000 feet of spruce timber, with an annual cut of 653,281,000 feet, which would amount in ten years to 6,532,810,000 feet, and leave but 732,190,000 feet on hand, or a little more than one year's supply. The larger portion of it lying on the head waters of the river St. John in the State of Maine, that part of Canada so generously presented by Lord Ashburton to the Maine lumbermen, together with the right of using the St. John river through Canada to get these logs to market, which would otherwise be valueless, together also with all the privileges enjoyed by Canadians for sawing them, and shipping the product to market. These Maine saw logs owned by American Citizens, amounting to about 100,000,000 feet annually, and which though sawn in Canada into lumber, the sawing being restricted to American citizens and would be "taboo" if a Canadian laborer was to saw a board, and are a continuous nuisance to the Canadian lumberman from the time they enter the country to and after they leave it, having free entry into the U. S. markets, equal to an annual bonus of $200,000 to the Maine lumbermen—are the sawlogs so frequently referred to and mis-called free American log exports, by American lumber journals, when misstating the condition of sawlog exports between the two countries; when Canadian sawlogs, taken from adjoining territory, driven down the same river through Canada, sometimes sawn at the same Canadian sawmill, and shipped on the same Canadian vessels, have a duty imposed upon their products of $2 per M. upon reaching the same market in the United States. So that the Canadian lumberman is handicapped in the east to the extent of $2 per M. on his spruce lumber, and in the west $2 per M. on his pine lumber, and still the greed of the American lumberman is not sated.

We have a right to suspect that this whole affair is a piece of political bunkum, to be used at Ottawa as a lever to get some reduction in the duties on sawlogs, without removing the duty from Canadian lumber, for it is well known that efforts are now being made in that direction, and that an offer has been made of reducing the lumber duty to $1 per M., if the sawlog duty is removed; but such an arrangement would be disastrous, as we have no more timber than we require for our own milling industry, and should offer no inducements whatever for getting rid of it. It would be against our interests to agree to remove the sawlog duty in exchange for free lumber and logs all round, yet for the sake of getting rid of all difficulties, and to relieve our American lumber friends from the intolerable worry these duties appear to give them, it might be advisable to consent to such an arrangement; but the matter is purely one for the people of the United States to deal with, and except on their account we should feel no concern about it. If this Bill was intended to increase the Revenue, one might have some patience under the necessities of the case, but even then one has a right to enquire why the whole community on both sides of the line should be sacrificed, to further enrich a few lumbermen, who are already too powerful for their country's good, but since the ostensible object is to reduce it, the solution is quite simple. "Free logs for free lumber." "Only this and nothing more."

Our people are beginning to learn that their true interests lie in conserving their forests, and are not so desirous of sacrificing their remaining stock of timber as to force it on unwilling purchasers. Nine out of ten Canadian manufacturers would be better off if they had not cut a stick of pine for the American market in the past five years, as the enhanced value of the timber, if standing to-day, would more than compensate for any profits realized during that time; and now that the United States forests of white pine and spruce are so near their end, a fact which the census will clearly establish, *unless the lumbermen prevent the investigation*, we may soon expect the entire removal of duties from lumber. Consequently Canadians are not at all nervous over the outlook, and if the American people wish to impose upon themselves the excessive rates of duty proposed, it will be their own loss and not that of the Canadian lumberman.

The writer does not wish it to be inferred that he is in favor of export duties, or of a restrictive policy of any nature in our intercourse with the American people, for he has always advocated the freest trade relations between the two countries; believing, as he does, that the general conditions are so nearly alike, that any advantages possessed by one would be fully counterbalanced by other advantages gained by the other, and the general result be beneficial to both; but, until we have freer trade, let us have that which is measurably fair, not that which is all crow on one side and all pigeon on the other.

WILLIAM LITTLE.

—About 30,000,000 feet of logs were shipped from Canada to the Saginaw river last season to be manufactured in American mills, but it is estimated that the figures may reach 50,000,000 feet this present season.

FOREST TREES.

TO THE EDITOR:—It is not easy to procure young forest trees worth planting. The trees raised in the nurseries can generally be relied upon, and they are sold at moderate prices, but, owing to distance, want of easy communications, delays in forwarding and delivering (which are often the cause that the trees when received, are unfit for planting) and to the cost, however moderate. It is very seldom that farmers have recourse to the nurseryman for the forest trees they intend planting (I do not allude here to fruit trees.)

They generally go to the woods for them, often a distance of several miles. Those who have tried it know how hard it is to find such trees as they want, how much time and trouble it takes to dig them up, and how impossible it is, even with the greatest care, to avoid wounding and tearing off the roots. They know, too, how little satisfaction they have generally derived from all that work. Trees taken out of the forest and transplanted on the open are placed at a great disadvantage; they fail so often that people get discouraged and many give up tree planting as too difficult an undertaking.

Nothing is easier; in the proper season, with soil fit to grow the kind of tree you wish to plant, if the tree is in good order, with a little care you ought to succeed. But the trees you dig out of the woods are seldom in good order, and they cost you a high price in time, if not in money. If you wish for good trees, in great number, safe to grow, without trouble or expense, procure them from a nursery, but let that nursery be your own.

Any farmer can start in a corner of his garden a nursery of forest trees by sowing the seed of the trees he wishes to plant. With a little observation it is easy to find out when the seed is ripe; for instance, towards the end of June, beginning of July, the seed of the elm and of the soft maple *(acer rubrum)* is ripe; by sowing it at once it will sprout and the little trees grow nearly one foot in height this summer.

The maple, oak, ash, birch, butternut, etc., ripen their seed in autumn; better sow it at once than winter it in the house. Sow in straight rows, with a garden line, leaving a picket at each end to guide you when weeding. Sow, say half an inch deep, for the maple seed and for other kinds, in proportion to the size of the seed, two or three inches deep for butternut and walnut. Thin after the first year, if needed, and transplant further on the little trees removed in thinning. After three or four years, more or less (the time will depend upon the rate of growth of each kind of tree), plant your young trees where they are destined to stay. Choose a cloudy or rainy day in the spring, and without leaving home, with no trouble, without breaking any roots, you will take up and plant at once, without allowing the roots time to dry, one hundred young trees, certain to grow, in less time than it would take you to go to the woods and dig up ten trees, with a poor chance of their taking root and living.

These young trees will cost nothing, your children will soon learn how to weed them and take care of them, especially if you set them the example. Our own children when quite young, took pleasure in sowing acorns and watching the growth of the young oaks, as they came up. By sowing you can procure, with no expense, any number of young trees and rewood, by degrees, all the land which is not fit for cultivation and ought to have been kept as woodland.

But do not forget to fence carefully your nursery and your plantations so as to keep out the cattle. No use planting trees without fences, the cattle will destroy everything.

In many cases nature will spare you the trouble of sowing where the ground is favorable, in July and August, along the ditches, the roads and fences, on the moss on barren patches, wherever there is a little dampness in the neighborhood of the elms and soft maples, you will find hundreds of young elms and maples just sprung up from the seed fallen from those trees; plant them in your nursery. Try it this summer. The seed of the elm is so minute and delicate that it is better to pick up those young seedlings than to attempt sowing the seed.

In the maple groves the ground is covered with a regular carpet of young maple seedlings. You can pull them up easily by hand in the fall or early spring when the ground is still damp without breaking any of the small roots. Plant them at once in your nursery.

It is very difficult to collect pine and spruce seed. Early in the spring, when the ground is still soft and spongy, in the pastures near where those trees grow you will see a number of young pines and spruces that you can pull up very easily. Plant them at once for that kind of tree you must shelter from the sun until they are well rooted.

Whenever the ground of a garden has been dug up and worked in the fall, if there are any maple or ash growing in the neighborhood, it will be noticed that the ground in the spring is more or less covered with maple and ash seedlings, grown from the seeds fallen from those trees. It takes a very little time to pull up and replant hundreds of them, and scarcely any one of them will fail; of course, they must not be pulled up too roughly or it may damage the delicate roots; if the ground is too hard, use a trowel. As much as practicable, they ought to be pulled up when they have only got their two first leaves, which are easily known by their peculiar shape, long and narrow, from one inch and a half to two inches long and about a quarte of an inch wide.

For several years past I have been seeking the cheapest and, at the same time, most effective mode of restoring the woods, where they have been completely destroyed; many of our old settlements are completely denuded of trees, and I recommend this simple mode as the best, from my personal experience. Let those who suffer for the want of fuel, of timber for building, of trees for shelter and ornament, and those who would look to have a sugar maple grove at their door—let them start their own nurseries this very summer; it will entail no expenditure of money, take but very little time, and repay them bountifully. It will be a pleasure for me to give any further information and advice to all those who may apply for it.

H. G. JOLY DE LOTBINIERE,

Leclercville, P.Q., May 1, 1890.

NEW BUNSWICK LUMBER COMMISSION.

Commenting on the proposed Timber Lands Commission to be appointed by the local government, the Miramichi *Advance* says: It will have a very important subject to deal with—one in which there is a large public interest, as well as questions affecting the greatest of all our local industries. A misapprehension seems to prevail to some extent in regard to the range of the commission's work and its functions. It is not to be as some suppose, a body to present to the government an array of facts and conclusions in the interest of the lumber industry, but a court of enquiry into the whole subject of the Crown Timber Lands of the province, for the purpose of reaching conclusions which may assist the government in so amending the present system of administration of those lands as to secure the best obtainable results in the equitable interest of the people on the one hand and the lumber trade on the other. The enquiry will embrace such branches of the subject as the rates of stumpage that should be exacted; the situation of the different tracts of crown lands, relatively to streams, and their value dependent thereon and upon the other facilities available in connection with them for marketing their products; the improvement of streams as a means of increasing the value of lands for public revenue purposes; the merits or demerits of the long lease system; the best methods available for preserving the timber lands; the management of provincial fishery rights, etc.—the general result to be the adoption of as perfect and satisfactory a system as possible of administering the public domain of the province.

The commission is not to exceed three members, and it will have power to summon and examine witnesses under oath. As it functions are quasi-judicial and the interests involved in its inquiry of great consequence, in both their fiscal and trade aspects, it is important that the gentlemen selected to compose it shall be chosen especially with a view to their fitness for the discharge of their duties, having due regard for the public interest on the one hand and that of the people engaged in the lumber industry, in all its branches, on the other.

CULTIVATING BLACK WALNUT.

The growing scarcity and increasing demand for black walnut lumber has frequently been referred to in the LUMBERMAN, as also the profits which would likely accrue from its cultivation. The Portland, Ore., *Journal of Commerce* has the following remarks on the subject:

In view of the incessant demand for black walnut umber and its growing scarcity, it is surprising that there is so little attention paid to the cultivation of the timber, especially when the labor to be expended is so small and the returns so munificent. There are very few farmers in the country who cannot spare a few acres of land to be devoted to the cultivation of this valuable wood, which is always in active demand, and there is no crop to which they can turn their attention that is so prolific, and so certain of munificent returns on the investment of labor, as that is about all that is requisite to be expended; and there are few localities in the country where the soil and climate may not be found adapted to the cultivation of this valuable timber.

It is an undisputed fact that there are hundreds of farms in the United States and Canada in which, in the land clearing process, sufficient black walnut timber has been converted into rails for fencing, and cremated in log heaps "to get rid of it," which if it had been permitted to stand, would to-day be sufficiently valuable to purchase several farms with all the improvements and stock; and scattered trees which were fortunately spared from the wreck and destruction, have been sold for from $100 to $400 each on the stump. With these facts before the farmers of the country, it seems almost incredible that so few of them avail themselves of so apparent an advantage. True it is a crop that requires several years of waiting for returns, but any farmer, who when starting in as agriculturist, will plant an acre of ground to black walnut, and continue to plant one acre yearly, in the ordinary course of nature will live to reap yearly returns far in excess of all the roots and cereals he can raise by laborious and toilsome application to his usual avocation as a tiller of the soil; and providing he should fail to reap the reward himself, he has made provision for his family that is as safe as government bonds, and more profitable than life insurance, as the planting of a black walnut means the harvesting of a tree in 20 years, the minimum value of which shall be $20, and an increase in value thereafter of at least $2 a year if permitted to stand, and a final value of from $100 to $300 a tree when they reach full maturity.

An experimental black walnut grove now nearing fruition in Michigan is rapidly developing, and from which the owner, in a very few years, will reap the harvest of the most profitable crop ever planted in the State, and the owner's greatest regret is that he did not enter more extensively into the business. He says if he had planted half his farm with black walnuts, the standing timber in 25 years would have been worth three times the balance, with all his stock, buildings and other improvements. The certainty of returns is the great feature of the business. Black walnut is in demand from one end of the country to the other, and its scarcity is becoming more apparent from year to year, dealers finding it more difficult to obtain. It is one of the most valuable timbers capable of production, besides being hardy and thrifty; hence the farmer who devotes a small portion of his time and opportunity to meet the unfailing demand, makes an investment for the future which will certainly meet his most sanguine expectations.

HOW TO REPAIR A CRACKED CIRCULAR SAW.

A correspondent of a London exchange says, cracks in circular saws may arise from a variety of causes such as too hard a temper, striking a nail, saw binding, improper shape of tooth for the wood, &c. Teeth with angular gullets are more liable to crack at the roots than those with rounded gullets, more especially if the gullets are not sufficiently large and deep to allow of a ready escape for the sawdust. If the crack is only a short one—say two or three inches in large saws—it may usually be stopped from extending by drilling a small hole at the extremity of the crack. To do this a drill of the hardest possible temper will be required, and for making this we have found Mushat's special steel suitable. The drill must be run very slowly and be well lubricated. The hole should be slightly counter-sunk on either side. For saws up to 3 ft. diameter a hole of about ¼ in. diameter will generally be suitable; for saws above 3 ft. diameter, about a ⅜ hole.

If the saw is of large diameter, and the crack extends too far into the blade to permit of its being safely run with only a stop-hole drilled as above described, saw-makers drill out the plate, and fit in one or more yokes according to the length of the crack. The best method of doing this with which we are acquainted is as follows:—First of all the stop-hole is drilled at the end of the crack and carefully plugged, and afterwards the saw is bored to enable a small yoke or clip to be fitted in. This yoke is flat, and of the same thickness as the saw. Its ends are rounded, and its middle is narrower than the ends are, that the saw may be firmly held. The diameter of the ends should be about ⅛ of an inch wider than the middle of the yoke, which centre is parallel and straight. The holes at either end of the yoke and the intermediate metal are drilled out and cut away. The saw-plate must now be carefully counter-sunk on both sides, and a piece of steel accurately fitted into the opening and rivetted into its place. The yoke should now be ground down until it is of exactly same guage as the rest of the saw and perfectly smooth, so that when the saw is set to work there should not be undue friction at this point. If the saw is a very large one and the fracture extensive, two yokes will probably be required. It will not pay to repair small saws in this manner.

Thread and Needle Trees.

On the plains of New Mexico are forests of a growth known as thread and needle trees. The tree partakes of the nature of the gigantic asparagus, and has large, thick, fleshy leaves, resembling one of the cactus family, known as the "Prickly pear." The "needles" of the needle and thread tree are set along the edges of these thick leaves. In order to get equipped for sewing, it is only necessary to push the thorn or needle gently backward into its fleshy sheath, this to loosen it from the tough outside covering of the leaf, and then pull it from the socket. A hundred fine fibres adhere to the thorn-like spider webs. By twisting the needle during the drawing operation this fibre can be drawn out to an almost indefinite length. The action of the atmosphere toughens these minute threads amazingly, to such a degree as to make a thread twisted from it no larger than a common No. 40, capable of sustaining a weight of five pounds, about three times the tensile strength of common six-cord thread. The scientific name of this forest wonder is *Tentyana mucadica.*

LARGE MACHINERY SHIPMENTS.

On the 30th ult. the Waterous Engine Works Co., of Brantford, Ont., shipped to the Brunette Saw Mill Co., New Westminster, B. C., one of the largest saw mill carriages that has ever been built in the province. It consisted of six girder steel log seats, extending 76 feet from centre of first to centre of last block. Each block was formed of two 10 in. steel girders, with a heavy steel plate rivetted on top of each girder, surmounted by a very heavy knee piece, which was set forward by three inch screws made of steel. Under each log seat were two 3 in. steel axles with heavy steel V wheels on the front and flat wheels with a flange on the back. These ran on a heavy steel track. This immense carriage was built to take in logs of 7 feet diameter, 80 feet long, weighing 80 to 100 tons each. The carriage itself without any woodwork weighed over 12 tons. The setting and receding device on this carriage is a new departure. They shipped on the same car a King edger made to take in lumber 50 in. wide using six saws. This edger with its appurtances, weighed tn the vicinity of five tons. Such heavy machinery as this cutting lumber is unknown to the Ontario trade, but is the only class that will stand the immense timber of the Pacific Coast. We understand that the same firm has received an order from the Northern Pacific Lumber Co., for the engines, boilers and burner required in their mill at Port Moody. They are also building a large boiler for the Globe Printing Co., Toronto, 16 feet long 66 in. in diameter, with but one sheet only on the bottom of the boiler, and two smaller boilers for the British American Starch Co., of Brantford. They have more recently shipped a 50 horse power saw mill with gang edger, planer and shingle machine to John Lineham, Calgary, and another similar outfit over the Northern Pacific to Kootenay, Idaho, and thence by teams to the mining district of Nelson City, B.C., and two sets of saw mill machinery with gang edger, slab saw and shingle machine to St. Johns, N. F., which will sail by the steamer "Cacouna," leaving Montreal on the 14th.

WHAT CRACKS SAWS.

A writer in the *Tradesman* gives his ideas on a subject which is a matter of interest to all who are engaged in sawing wood.

"Unequal expansion," he says, "is a cause for saws cracking, especially when the crack is at the bottom of the tooth. There is always more strain upon the periphery of the saw when running than there is at the centre, no matter how carefully it is hammered, and that strain is always parallel to its face. When a cold saw is first put in motion with the centrifugal strain that is already brought to bear upon the periphery, if by any reason that part becomes heated before the heat is communicated to the whole plate, that part becomes suddenly expanded, and with this and centrifugal force together, it must either stretch or break, and if the steel is of an inferior quality and deficient in strength the latter result will follow.

"While bad filing and not sufficient set frequently produce this effect, yet the number of teeth and the size of the gullet in proportion to the feed has much to do with it. The action of the saw tooth upon the wood is much the same as a chisel in the hands of a workman in the act of paring across the grain of a stick of timber, and the nearer the shape of the tooth approaches the shape of the chisel the cleaner and easier the cut. The sawdust should have the appearance of fine chips instead of dust, as will be the case where the teeth are so blunt that the wood is scraped off rather than cut. For instance, a saw with 40 teeth working on a 2½-inch feed, each tooth would only be required to cut a chip 1-16th of an inch deep, and with a chisel of the width of a saw tooth in the hands of a workman would be considered a light chip, and if the gullets are sufficiently large to contain that amount of sawdust which accumulates while passing through the log without packing so tight as to cause friction upon the sides, then the saw will run without heating. But, on the contrary, if there is not sufficient room to carry the sawdust so that it is compressed in the gullet or a part of it escapes between the plate and the log, the friction will cause the saw to heat. It is quite unnecessary to point out to an experienced sawyer the effects of trying to run a hot saw. In such cases either the feed must be cut down or a saw with a less number of teeth and larger gullets should be substituted.

"I apprehend this is one reason why saws with inserted teeth have come into favor with a certain class of sawyers, not that they are any better than one with solid teeth, but because as a rule they are further apart and have more space for the sawdust, and besides, the teeth are easier to keep in the original shape. If a saw with solid teeth, having the same number and the same clearance were used and the teeth kept in their original shape, there is no doubt but that a much thinner saw could be successfully used."

James McDonald, aged 17 years, was drowned while engaged in river driving on the Salmon River, Ont., for the Rathbun Company. The accident occured at Newton's Mills, Crow Lake. His home is in the township of Sheffield near Tamworth.

Peter McLean, a lumberman, was drowned some weeks ago while crossing on the ice to Little Current, Ont.

The saw mill owned by Mr. Wm. Coon, near Rush Point, Ont., was destroyed by fire May 7th., together with a quantity of logs and maple lumber. Loss considerable; no insurance.

THE NEWS.

QUEBEC.

—The rise in the Cherry River has started all the stranded logs down stream.

—Messrs MacLaren & Co's. saw log drive on St. Dennis Creek, is hung up for the season.

—The Sawyerville mill will work up a large amount of hardwood lumber the coming season.

—A larger number of rafts of square timber will go to Quebec by water this season than last.

—Nearly the whole of the Quebec spring timber fleet consists of vessels flying the Norwegian flag.

—The dropping of the anti-sawdust bill by the government has created a pretty strong feeling in Montreal.

—The first shipments of lumber from Quebec this season from American ports took place on May 24th, ex. barges.

—The Cookshire Mill Company and its new acquisition the Scotstown pulp and saw mills, under the name of the Scotstown Lumber Co., have on the stream and at the mills some 18,000,000 feet of lumber to saw and prepare for market.

—Bryant, Powis & Bryant Company, limited, sustained in its stock operation recently in the London market a drop of 25 per cent. on its quotations. The stock ruled at par, but on the receipt of the Davies defalcations it fell 25 per cent. on the dollar.

—The timber driven down the Moria will this year be one of the largest on record. It will consist of about 530,000 pieces, made up as follows: Gilmour & Co., 375,000 pieces; Rathbun Co., 130,000; Flint & Holton, 20,000; Lumber Cutting Machine Company, 3,000.

—The value of the shipments from the Vice-Consular, district of Cookshire to U. S. ports for the month of April was $34,537,61, an average of over thirteen hundred dollars a day. The leading articles are pulp wood, R. R. ties, ship timber, clapboards, pulp, asbestos, lime, telegraph poles and spruce gum, of which last item 3,255 lbs. were exported.

—Mr. Justice Wurtelle has refused the petition of the Eddy Manufacturing Co. to wind up the affairs of the Henderson Lumber Co., Montreal, and has ordered them to give proof of their allegation that the latter company is insolvent. The Judge held that the mere fact that a firm did not meet its notes promptly was not sufficient proof of its insolvency.

—Mr. Francis Murtagh had a man drowned off his drive on May 8th. A gang of twelve men undertook to run two boats over Bear Chute on the Coulonge river. The first boat swamped in the cellar, but the six men in her hung on to the boat until they got ashore, but the last six men were not so fortunate, their boat filled with water and the men were obliged to turn her bottom side up and to get on top of her to save their lives. One French Canadian from Three Rivers missed his hold and sank to rise no more. Mr. Murtagh forbid the men to run the rapids.

NEW BRUNSWICK.

—Rafting operations have commenced at the Douglas booms.

—All the lumber mills in the vicinity and at Marysville are again sawing.

—R. Swim & Son, general store and lumber, Doaktown, have dissolved.

—Mr. Gibson is shipping a large quantity of shingles cut in his Marysville mill to the American market.

—The late rains have swollen the streams in the province, and the logs are coming down in good shape.

—A million feet of logs have already entered the boom of K. F. Burns & Co. at their mills on the Nepisiquit River.

—The Miramichi River, N.B., is now open for navigation, and a number of boats are being rapidly loaded with lumber.

—The Madawaska Improvement Co., have prepared material for the construction of a large dam at the foot of Bear Lake.

—The Fredericton booms are estimated to have already received 100,000,000 feet of lumber and about 80,000,000 feet are on the way.

—The employees in the saw mills in St. John are discussing the propriety of taking steps toward reducing the day in their business to nine hours.

Mr. Wm. Richards has leased the Muirhead mill at Chatham and will run it this season. The prospects are for a good season's sawing as Mr. Richards has a good supply of logs.

The recent rains brought down all the Kusiagonish drives, and the logs are now in the rafting ground. Some of the [illegible] have their lumber rafted and ready for market.

Large quantities of railroad ties are being shipped to the American market from Grand Falls. The price paid for them is $13 per hundred—a much better figure than was obtained for them a few years ago.

—The boom across the southwest Miramachi broke away May 22nd, and a million of logs got adrift. The logs belonged chiefly to Richards & Lynch. All driving operations on the river have been stopped in consequence of the accident.

—The Madawaska Improvement Company are about to construct a large dam at the foot of Bark Lake. The dam is intended to keep a large reserve in the lake, which will be used for flooding when the drive is threatening to stick in some of the rapids further down the river.

—There is much activity among the lumbermen at Rogersville, N.B. The driving season has begun and promises to be a good one. Gill & Dalton, and Maloney have a large number of men employed on the waters getting the lumber down. As usual a very large quantity of railroad ties and posts have been got out during the past winter.

—The business prospects of the Lake St. John Railway during the ensuing season are said to be excellent. Nearly six thousand men have been employed along it making timber during the past winter, and it is calculated that it will bring to the Quebec market next summer over 60,000,000 feet of timber. Last year it carried 40,000,000.

—Notwithstanding the light fall of snow last winter in Kings and St. John counties, N. B., there has not been a better winter for the lumbermen in many years. Among the many operators on the main stream of the Salmon River, Robert Mills easily bears the palm. One day last week one team of horses hauled two loads containing 39 logs, which scaled 4,000 feet. Mr. Mills has been at work seven weeks, and has browed 7,000 pieces, and that on a three and one-half-mile track. Sussex can boast the champion axeman in the person of John McCaughey, who in one day chopped and made ready 60 logs, and his average was 50 a day.

—The St. John *Gazette* says: The past winter has been a favorable one for lumbering, taken on the whole, and the cut throughout the Province is perhaps larger than for the last few years. On the St. John river and its tributaries the total amount of lumber cut expected to be got out is considerably larger than last year. This year's cut on the St. John and tributaries, including pine, spruce and cedar, will amount to over 150,000,000 feet. Of the total about fifty-five million is Province lumber, while the rest was cut on the American side of the line. The heavy rains the past few weeks are keeping all the streams so well up that the prospects now are that in addition to this year's cut all the lumber hung up last year will be driven out, amounting to some forty-five millions. Seventeen millions of this was hung up in the Province, and twenty-eight millions on the American side. Logs are coming into Spring Hill very fast, most of them being yet bank stocks. Upwards of a million came in there yesterday, making 250 joints. The boom company will begin rafting on Monday. The amount of pine and cedar lumber cut this year is about 10,000,000 feet, much more than last year's cut. About 13,000,000 of cedar will be got out.

NOVA SCOTIA.

—It is reported that the Dominion Government will strictly enforce the sawdust law upon the LaHave River, N.S. and its tributaries.

—Some 700 men remained in the camps in the woods along the line of the Ship Railway the past winter awaiting the recommencement of work this spring. The season is at least two weeks late and cold at that.

MANITOBA AND THE NORTHWEST.

—James White is opening a lumber yard at Rapid City.

—J. L. Campbell, of Brandon, is about to embark in the lumber business at Melita.

—The Manitoba Lumber & Fuel Co., Winnipeg, has been sold out by the sheriff.

—J. A. Christie, of Brandon, has about 8,000,000 feet of logs waiting to be cut.

—R. S. Thompson, lumber, etc., Glenboro, has disposed of his branch business at Wawanesa.

R. Heatherington, lumber dealer, Douglass, has purchased the business and stock of T. Greenwood, Brandon.

—The saw mill at Whitemouth, owned by D. Ross, was the first mill in that district to be put in operation this year.

—D. Sprague, of the Winnipeg saw mill, will cut 5,000,000 feet of lumber this year. His logs will be brought down the Red River from Minnesota.

—The Lake Dauphin district, says the Minnedosa *Tribune*, will soon have three saw mills in operation. This district of northern Manitoba is evidently going ahead, though it is but a short time since settlers started to go into that section.

BRITISH COLUMBIA.

—The McLaren-Ross Lumber Company's machinery is giving them perfect satisfaction, and those new machines designed especially for their mill by D. N. Kendall exceeds his most sanguine hopes.

—Mr. Nelson's mill on Cambria Island is well under way, and the machinery in the old Brunnette mill, which is to do service in the new structure, is now being removed for the purpose.

—It is reported that a number of large lumber manufacturers from the vicinity of Barrie, Ont., will shortly visit the Coast with the object of investing in timber lands, and building a mill of large capacity.

—The Brunette saw mill is rapidly approaching completion. The engines are in their proper places, boilers are being bricked in, and the boiler house is well under way. Cutting operations will be commenced at an early date.

—Favorable progress is being made on the new mill to be erected at Hastings. The machinery will be of 150 horse power. The 50 horse power will be erected as a semi-portable, and with it will be cut the lumber for the larger structure.

—The American ship Pachtolus has cleared from Moodyville, with 808,000 feet of lumber for Shanghai. The Willie Reed, of New York, is ready to clear from the same point with 1,029,000 feet for Valparaiso, and the Ninevah will be ready by the end ot the week with 1,000,000 feet for Sydney, Australia.

—The greatest boom that British Columbia has ever seen in the way of lumbering has been going on the past year, and from present indications the same rapid progress in mill building will continue for an indefinite time. This is certainly the great lumber country of the future, and Eastern capitalists fully realize the fact.

Rapid progress is being made on the new mill of the North Pacific Lumber Co., on Burrard Inlet, and in a short time, what a few months ago was a British Columbia forest, will be a scene of activity in the lumber industry. The machinery in this mill is being imported principally from Ontario, the greater part of which has been especially designed for the purpose. The company have already some eight acres of their mill site cleared and stumped on the north of the C. P. R. track.

—New Westminster *Columbian*: The Mechanics' Mill Company, manufacturers of lumber, sash, doors, blinds, shop fixtures, etc., is now in full running order and prepared to furnish any material in the above-mentioned lines. The proprietors of the mill are Messrs. Ackerman Bros., who are well and favorably known throughout the city and district. The interest of Mr. J. E. Knight in the business has been bought out by Messrs. Ackerman Bros., and the whole establishment is now under their control.

—The new buildings of the Brunette Saw Mills Co. are very nearly completed. Their apppearance is most imposing and their capacity immense. The buildings are so placed as to be convenient for vessels loading lumber at the wharves and thus work will be executed in the most expeditious and safe manner. Nearly all the machinery is in place, and is of the latest and most approved description, part being specially imported from the east. The company have enough orders on hand to keep the new mills running at their utmost limit for some time to come. As has been often stated the Brunnette mills are very advantageously situated for the loading of vessels of deep draught. The water along the front of their docks has an average depth of thirty feet, so that the largest ship that enters the Fraser can approach the Brunette saw mill docks with perfect safety. A large force of men is at work on the new mill buildings and adjusting the machinery, and the extension will probably be in running order in about a month or six weeks.

AMERICAN.

—The Penokee Lumbering company has closed a deal of 3,000,000 feet of lumber for shipment to England. It will go down the lakes to Quebec and thence to its destination.

—Clinton, Iowa, has a saw mill which cost $200,000, and is capable of sawing 450,000 feet in eight hours. It has seven band and three gang saws and two batteries of ten boilers each.

—Messrs. Francis Bros., of Pakenham, Ont., have sold to Messrs. Saxe Bros., of Albany, N.Y., the White Fish Lake Indian Reserve. The price paid was about one hundred thousand dollars.

—Great forest fires have been raging in Northern Wisconsin. In the vicinity of Kings bridge, the lumber camps with all their contents and a large number of buildings have been destroyed. Thousands of acres of valuable timber have been burned over and nothing but heavy rains will save other timber tracts.

CORRESPONDENCE.

NEW BRUNSWICK MATTERS.

MADAWASKA, MAY 17th, 1890.

Editor Canada Lumberman:

Logs are floating very satisfactory this spring in this province, and the drives will, it is expected, reach the mills in good time. Morrison's drive has reached Grand Falls, and Cushing's is expected in to-morrow. The water has kept unusually high this spring, and is likely to continue so for some time, as at this date there is still considerable snow in the woods. Since the ice run out there has been a constant passage of both old and new logs, and the numerous drives which are yet to go down stream will doubtless make good headway.

The output this year will be about on a par with that of last year. A large amount of stock which has been held over since last season will be cut up the present summer, and lumbermen appear anxious to pick up all the small lots within their reach.

I noticed in your valuable journal of a recent date an article on the past and present of the lumbering interests of this province, and the article served to call to my mind incidents and experiences in the lumber camps fifty years ago. About that time I lumbered on the Musquash waters for the Lancaster Mill Co., and it is hardly necessary to state that the accommodation, both in the shanty and drives, was altogether different to what it is to-day. Our food consisted chiefly of pork and beans, fish, bread, molasses and tea. The *chef de cuisine* was not so well up in his art as he is to-day, but "the boys" retained their appetites and ate as heartily on our primitive fare as they do to-day with their fancy dishes of roast beef and plum pudding. Hundreds of times have we eaten our dinners in the woods far from camp with the bread frozen so stiff that it had to be cut with an axe or thawed out by the fire. The rude camp with a fire in the center and cots all around, was the accommodation we then had, but notwithstanding this I can look back on those old days and remember them as the most enjoyable time of my life.

Years ago Charlotte county produced the smallest men for lumbering and stream driving to be found in New Brunswick. The old-fashioned pick hand-spikes, cut from the woods, as necessity required, were the only tools in demand those days. Now we have all the latest improvements in the shape of pike poles, peavies and boot calks, but with all these modern conveniences I doubt whether much more progress in the driving of logs is being made. While the hardy woodsman always welcomes the advent of new appliances calculated to lessen labor and facilitate operations I have my doubts if a lumberman's life is more enjoyed now with all its comforts of a finished camp, such as good floors, beds, ranges and other luxuries, as it was in primitive times when but few conveniences were to be had.

The good old days when rafting was much lower than it is now, will be recalled by many. Men followed rafting as a regular business, and experience was as necessary as in any other line of skilled labor in which a man might embark. A good rafter knew the river like a pilot, and was as much at home in its channel as a red dog is under a kitchen stove. Life in the lumber camps and on the rolling wave, was full of its pleasures, and even the hours of toil were sent spinning along on the wheels of music and song. There was lots of fun in the business, and the girls along the shore had their little romances to tell as the fleets went by—romances just like those girls on land can tell. The history of those days and nights are left in pleasant rhymes, rattling stories and gleesome songs—some printed and some carried around in the shape of traditions—that once gladdened the hearts of thousands of rafters. Every fleet had its fiddler who could scrape out a break down and play "Rye Straw," the "Rocky Roads," "Haste to the Wedding," and so on; its warblers who filled the moonlight night with glorious songs; and its story-tellers, always primed to the chin with yarns that raised a laugh and made hearts happy.

I visited Lepreaux a short time ago and found it a desolate place. What was once fine mills and dwellings are now tumbling down with decay. Here in times past millions of feet of lumber were annually manufactured and shipped to Europe, while hundreds of men found employment in the mills and woods. Now only a few fishermen inhabit the place. Maganadavic in those days was also an important lumber point, but to-day is nothing. From here large quantities of square pine timber was shipped to England.

If more attention was paid to the protection of our forests by our local and Dominion politicians we would not be in the unenviable position we are in at present. Our milling interests have dwindled down next to nothing, and the greater part of our timber has been, and is being, cut by Americans and floated across the river to be manufactured in American mills. These logs are allowed to leave our province without a cent of duty being paid on them, and as a result we are not only losing the revenue which should be ours, but our forests are fast disappearing, and our own people left to seek employment elsewhere. Surely the time has now come, if it ever will come, when united action should be taken to protect our own interests and put a positive stop to this wholesale slaughter of our forests.

OLD LUMBERMAN.

THE U. S. TARIFF ON LUMBER.

Editor Canada Lumberman.

SIR:—You will have observed that the Chicago *Timberman*, while making a fair criticism of some of my remarks in a recent letter to the *Journal of Commerce*, has probably made a misprint in the amount mentioned by me (when contrasting the advantages of those towing logs from the Canadian shore of Lake Erie to Buffalo and Tonawanda over those manufacturing on this side) when he makes me state this amount at $7 per M. instead of $4 per M. as mentioned in my letter.

I have, however, to admit that appearances are against the position I assumed of the improbability of our government changing its policy, because some of our Michigan friends were short of saw logs, and if one was not aware of the true inwardness of this affair, the *Timberman's* criticism would be justifiable when it says: "Mr. Little seems to be just a trifle wide of the mark, and unaware of the easy grace with which Sir John, notwithstanding his seventy odd years, can turn a summersault. Even while we write the news comes from Ottawa that the export duty will be removed, if the United States tariff on lumber is reduced $1 per thousand."

The facts are that this action was taken by our government at the persistent importunity of the agents of our Michigan friends, who, after assuring us that Congress existed merely to record their wishes, made the proposal referred to, and who, as I surmised at the time, had no sooner got this exceptional proviso inserted in the U. S. Tariff bill than they set their agents here to work to ascertain what effect it might have; but learning that our people were perfectly indifferent in the matter, and that the export log duty would be restored to $3 (if the export of logs was not prohibited altogether) should the ridiculous provision become law, they at once began to importune our government to permit them to say that the saw-log duty would be removed in case the lumber duties were reduced to $1 per thousand.

It is but true to remark that the export duty on sawlogs was never relished even by those who favored it as the lesser of two evils; but as Sir Boyle Roche said: "He was willing to throw away a part or even the whole of the constitution to save the remainder," we preferred even an export duty rather than wholly sacrifice a portion of our remaining timber.

At last, however, Sir John, not wishing to be too hard in this matter, out of that exuberance of good nature for which he is proverbial, and which he always evinces whenever the interests of our American friends are concerned, consented to their proposal, so that the backing down, if any, was rather on the part of our American friends, who, instead of insisting on a duty of $3.50 per M. on Canadian lumber as they originally proposed, are pleased now to make the duty $1 per M.

It is as I have already remarked, a matter of no moment whatever to us what the rate of duty may hereafter be on white pine and spruce lumber, as the duty whatever it may be, will have to be paid by the American people if they want the lumber, but it is to be hoped that the United States Congress, recognizing the great harm already done their country by this pernicious duty, now that the lumbermen have let go their grip and offered to reduce the duty one half, will go a step further in the right direction and remove the duty altogether, and thus get rid of the anomoly of charging duties on lumber, at a time when the condition of their forests on the Atlantic side shows that they should rather offer a bounty to any country willing to part with its timber, than to restrict its import by the imposition of any duty whatever.

WILLIAM LITTLE.

Montreal, May 20th, 1890.

MOODYVILLE, B. C., May 14th, 1890.

Editor Canada Lumberman.

DEAR SIR,—Noticing a short article in the April issue of THE LUMBERMAN headed "Copperine" I am lead to think that Mr. Gidley, of Little Bob mills, evidently intended to extend a recommendation for Mr. Spooner's Copperine, but has taken a curious way of doing it. I, too, will speak well in behalf of Spooner's best Copperine for we use a great deal of it, and have no hesitation in stating that it is the best anti-friction, as compared with its cost, that we have ever used. We sometimes are compelled to make proper Babbit metal to use alongside (so to speak) of Spooner's Copperine. Why do we do it? Because a genuine Babbit metal, under certain circumstances, outdoes, to a certain extent, the Copperine. We would not go to the expense of making pure Babbit metal if no better than a cheaper make. Good Babbit metal costs from 40 to 60 cents per lb., and cannot be got for less, for the reason that the copper invariably costs 30 cents and antimony 25 cents. Adding to this the cost of preparation the proper article cannot be produced for less than the figure above mentioned. I know quite well whereof I speak, and am able to testify from practice to the difference in qualities of anti-friction metals. What I have stated in this regard is intended to assist Mr. Spooner and the use of his metal, but is done in a different way from that of Mr. Gidley, and I have no doubt but that Mr. Spooner will read this with actually better satisfaction. When we take the actual first cost of metal as a base for calculation Mr. Spooner's metal for seven-eigths of the purposes for which such metal is used, is certainly at the front; but it must not be said that lubricants may burn out without melting even the best (soft) anti-friction ever made, no matter what its cost. Such remarks are not in justice to Mr. Spooner's Copperine.

S. J. RANDALL,
Master Mechanic, Moodyville Saw Mill Co.

UTILIZE THE WASTE.

A correspondent writing from Portland, Me., to the *Sherbrooke Examiner* has the following to say in regard to waste in manufacturing hardwood lumber.

There has always seemed to the writer a great waste in the manufacture of hard wood such as birch, maple and ash in Canada, and as your correspondent is interested in the business a few remarks as to saving in the manufacture may not come amiss.

Many mill men when shipping here such a car with the expectation of having a large return from it, and when they come to have it inspected they think they are greatly cheated, when such is not the case. When a man buys a No 1 lot of boards he wants them and does not not care to have the poor ones. What can he do? He cannot surely be expected to give a number one price for a number two article. And then what a loss to the shipper, he pays freight and duty on a low priced article and that reduces the profits. When visiting mills in your neighborhood last winter your correspondent was asked several times by mill men what shall we do with our second quality of lumber if we give you all our first? or that it did not pay to saw and send hardwood. There is a way out of this. Everything can be brought into use and there is a use for everything. Now instead of ripping and tearing into the logs if your mill men would consider that there can be got out of lumber a larger per centage of short clear stock and only a small waste than by sawing it all into boards and plank, and this can be done by sawing it into bobbin and spool stock. We append to this a list of the sizes that are mostly used, lengths and number of feet, and we feel sure that it would pay to manufacture it for this market for there are always orders for such stock and much of the waste slabs that are now thrown away could be cut up and made use of.

All this must be plump to gauge when thoroughly seasoned with the sides straight and parallel. The accompanying schedule has been found practically correct and mill men should make guages to green size and see that the sticks fill them. Sticks cut tapering or 1-32 scant cause waste and annoyances.

There is a proper machine to cut such stock and can be set up with a small cost, and we feel sure that it would pay to cut such stock.

No. of sticks in in a Bundle, whatever length.	Green size, inches square.	Day size, inches square.	No. of feet in Bundle 4 ft. long.
120	9-16	½	10
76	11-16	⅝	10
53	13-16	¾	10
45	⅞	13-16	10
38	15-16	⅞	10
34	1	15-16	10
30	1 1-16	1	10
27	1 5-32	1 1-16	10
24	1 7-32	1⅛	10
22	1 9-32	1 3-16	10⅓
20	1 11-32	1¼	10 5-12
18	1 13-32	1 5-16	10⅓
16	1 15-32	1⅜	10 1 12
15	1 9-16	1 7-16	10⅓
12	1⅜	1½	9
12	1 1-16	1 9-16	9¾
12	1¾	1⅝	10 9-16
10	1 13-16	1 11-16	9½
10	1⅞	1¾	10 1-5
9	1 15-16	1 13 16	9 5-6
8	2 1-32	1⅞	9⅜
8	2 3-32	1 15-16	10
8	2 5-32	2	10 2/3
7	2 7-32	2 1-16	10
7	2 9-32	2⅛	10⅛
6	2 11-32	2 3-16	9 3-5
6	2 13-32	2¼	10½
6	2 9-16	2⅜	11¼
5	2 11-16	2½	10 5.12

INSPECTION OF PINE LUMBER.

As Adopted by the Lumber Section of the Toronto Board of Trade.

Inspectors of lumber must measure and inspect each piece as they find it of full length and width; imperfections are not to be measured out.

All lumber must be put into the grade its defects call for regardless of measurement.

All lumber over 1 inch in thickness must be measured full with the ¼ or ½ added on each piece. (No fraction in width allowed.)

In inspection the Inspector is instructed to use his best judgment, based upon the rules laid down for his guidance.

The standard knot is to be considered as not exceeding 1¼ inches in diameter.

Splits are a greater or less defect to lumber, and must be considered accordingly.

All lumber must be cut plump in thickness and be well manufactured, and all lumber imperfectly manufactured shall be classed as Culls.

RULES FOR THE INSPECTION OF PINE LUMBER.

The following shall be the grades of lumber authorized by the Board of Trade of the City of Toronto :—

Clear Lumber shall be perfect in all respects and free from Wane, Rot, Shake or Check, not less than 12 feet long, 8 inches wide, and 1 inch thick. A piece 12 inches wide will admit of imperfections to the extent of one standard knot or its equivalent in sap. In lumber over 12 inches wide the Inspector must use his best judgment in accordance with the instructions above given.

Picks.—Pickings must not be less than 12 feet long, 8 inches wide, and 1 inch in thickness, well manufactured and free from Wane, Rot Shake or Check. A piece 8 inches wide will admit of one standard knot or imperfections in sap to the same extent ; a piece 12 inches wide will admit of 2 standard knots, or imperfections in sap to the same extent. For lumber wider than 12 inches, of this grade, Inspectors will carry out the instructions as given regarding wide clear lumber.

No. 1 Cutting up shall not be less than 12 feet long, 7 inches wide, and 1 inch in thickness. Clear pieces 10 feet long and the required width are included in this grade ; this must be free from Wane, Rot, Shake, or Check. Pieces from 7 to 9 inches wide will admit of imperfections to the extent of 2 standard knots of their equivalent in sap. Pieces from 10 to 12 inches wide will admit of 3 standard knots or imperfections equivalent to them in sap, and wider for lumber of this grade Inspectors will follow instructions as given in two previous grades. Inspectors are informed that this grade is expected to cut out two-thirds Clear in profitable lengths to the consumer.

No. 2 Cutting up shall not be less than 10 feet long, 6 inches wide, and 1 inch in thickness, and shall cut at least one-half Clear in accordance with the instructions as given above regarding No. 1 Cutting up lumber.

Fine Dressing—This grade of lumber shall be generally of a sound character, and shall be free from wane, rot, shake or check, not less than 10 feet long, 7 inches wide, and 1 inch in thickness. A piece 7 inches wide will admit of one or more knots which can be covered with a 10c. piece if they are sound. A piece wider than 7 inches will admit of one or more knots of the same size according to the judgment of the Inspector in regard to the width.

Common Dressing shall not be less than 10 feet long, 7 inches wide, and 1 inch in thickness, and shall be free from wane, rot, shake or check, and shall be generally of a sound character, and will admit of standard knots that will not unfit it for dressing purposes.

Common shall be free from rot and unsound knots, and well manufactured, not less than 10 feet long. 7 inches wide and 1 inch in thickness.

Strips.—Clear Strips shall be from 4 to 6 inches wide, not less than 12 feet long, and 1 inch in thickness, and shall have one perfectly clear face free from all imperfections ; bright sap will be permitted on the reverse side.

Sap Strips for fine dressing shall be from 4 to 6 inches wide, not less than 12 feet long and 1 inch in thickness, and will admit of one knot which can be covered by a 10 cent piece, in a piece 4 inches wide ; and two knots of like size in a piece 6 inches wide. All strips free from other imperfections and having bright sap on two sides would be admitted into this grade.

Common Dressing Strips shall be from 4 to 6 inches wide, not less than 10 feet long, and 1 inch in thickness, and shall be well manufactured and generally of a sound character, will admit of knots which are sound and not coarse, and which will not unfit it for ordinary dressing purposes.
sound character.

Common Strips shall be from 4 to 6 inches in width, not less than 10 feet long, and 1 inch in thickness, free from rot and wane, and to be of coarse, sound character.

No. 1 Culls.—This grade shall consist of lumber above the grade of No. 2 Culls, and shall admit of coarse knots and stains and be free from rot ; it shall also admit of pieces imperfectly manufactured, below 1 inch in thickness and perfectly sound and not rendered worthless through improper manufacture.

No 2. Culls shall be lumber that will work one half sound.

WHAT THEY SAY OF US.

THE LUMBERMAN at at all times appreciates the good words spoken of it, not only by those who from issue to issue peruse and inwardly digest its contents from a business standpoint, but also from our confreres of the press. Since the removal of the publication to Toronto the press of the country has been profuse in its expressions of good-will and its appreciation of our efforts, to one and all of which journals we would extend our sincere thanks.

A brief extract from a few of these notices will suffice to show our readers the esteem in which the LUMBERMAN is held by members of the fourth estate.

"A worthy exponent of the large and influential industry, which it claims to represent."—*Toronto Empire.*

"THE LUMBERMAN is a good thing of its class, and contains much that is interesting and instructive to lumbermen, workers in wood, and the general reader."—*Barrie Advance.*

"It is a creditable publication in every sense, and deserves success."—*Miramichi Advance.*

"It is brim full of all sorts of reliable information in its line, and is invaluable to the lumber trade."—*Huron Expositor.*

"It is a fine specimen of typography, and the interests of the lumber trade and of allied industries are served well by this publication."—*Toronto News.*

"THE CANADA LUMBERMAN is a paper of sterling worth and we are gratified to hear that it is experiencing a degree of prosperity commensurate with its merits."—*Chicago Timberman.*

"It is an excellent monthly, and should be in the hands of every man engaged in the lumber business."—*Shelburne Free Press.*

"We are glad to note that success has attended a paper that is a credit to Canadian journalism, and to the business whose interests it represents."—*Montreal Trade Review.*

"It presents a neat typographical appearance, and abounds in valuable information for the lumber trade."—*Toronto World.*

"THE CANADA LUMBERMAN is one of our most valued exchanges, and we wish it the greatest success."—*Saw Mill Gazette, New York.*

"Our contemporary shows signs of prosperity in the very creditable appearance it makes, and the lumbermen have an organ which they ought to appreciate."—*Patent Review.*

"It cannot be too heartily recommended to the notice of all interested in the lumber trade."—*Orillia Packet.*

"An excellent publication and should be in the hands of all interested in lumbering."—*North Star.*

"This enterprising journal has met with great success, and must continue to deserve an ever increasing patronage."—*Deseronto Tribune.*

"It is the best got up periodical in Canada, whether as to editorial matter or typographical appearance."—*Pembroke Standard.*

"It is a most ably conducted journal, and should be in the hands of all those interested in the lumber trade. It contains the latest and trustworthy market reports from various points throughout the world."—*Sherbrooke Examiner.*

"One of the best journals of its class in America."—*Midland Free Press.*

"Thoroughly well edited and is one of the finest specimens of typographical work in the country."—*Manitoulin Expositor.*

"As a paper devoted to a special interest, and that interest of a very great and growing importance in this country, THE LUMBERMAN is a credit alike to its publishers and to Canada."—*New Westminster, (B. C.,) Truth.*

HOME AND FOREIGN TRADE REVIEW.

Office of CANADA LUMBERMAN. }
May 31st, 1890. }

The local lumber trade has been unusually quiet during the past month, and still remains so, with little prospect of any immediate improvement. The strikes in the building trades, and the stringency in money matters, have had a depressing effect in nearly every branch of business, and we need not look for much change for the better until the strikes are ended and there is an easing up in money matters. While there are quite a number of improvements going on in the city, there is a noticeable lack of buildings going up in the suburbs compared with the last two or three years, caused by the fact that in too many instances suburban investments have ceased to be remunerative. While orders are continually coming in from the country, there is no disguising the fact that the poor crops of the past two years have been a great drawback to the prosperity of the lumber trade. The trade of the Ottawa Valley shows signs of improvement, as there is an improved demand over that of a month ago, yet the shipping is not as heavy as it was during the same period of the previous year. While the consumption of lumber in Canada and the United States may be considered good, there is a noticeable depression in the trade, occasioned by the unsettled condition of the tariff, as buyers for the British and South American markets are holding off, believing that if the McKinley bill passes in its present shape, they will be able to purchase at their own prices.

It is impossible to predict at the present time with any degree of accuracy what the lumber business will amount to the present summer, as much depends on undeveloped circumstances.

The financial embarassment of Smith, Wade & Co., of Quebec, has brought about a depressed feeling in the trade of that city, and the prospects of the lumber business are anything but assuring. It is estimated that this year's output in pine will be over fifty per cent. larger than last year, and it is predicted by some that this will have the effect of reducing prices in the English market.

FOREIGN.

Latest advices from London report the hardwood market as exceptionally brisk, and generally speaking there is a good steady market all round, prices being firm without in any instance being high. Business between dealers and merchants is good, being stimulated by the continuance of the demand for consumption in regard to all the descriptions respecting which it has been good for sometime past, and an appreciable improvement with regard to most of the kfnds, which have of late shown signs of dullness. The American walnut trade has increased enormously during the past twelve months, and the market continues brisk, possessing all the encouraging features which it has exhibited for many weeks past. The hardwood imports have been large, though the arrivals have not been numerous.

There is a fair inquiry for American whitewood Lumber of good quality is in demand, and logs find ready sale. Prices are good, but low grades are weak, and stocks more than ample.

There is a steady demand for cedar at Liverpool and the stocks in dealers' hands are now within a small compass. Small parcels of American walnut and whitewood continue to come to hand, and in spite of their generally poor quality meet with fair sale immediately they are landed going principally into the hands of dealers. The latter has been imported rather freely, but as the demand is good there has been no difficulty in disposing of the various parcels as soon as landed.

BRITISH BOARD OF TRADE RETURNS.

The Board of Trade returns for April show an increase in the importation of all the discriptions, as compared with the corresponding month of last year. In heavy goods the quantity imported, exceeds by 22,517 loads, and in sawn goods by 9,311 loads, the quantity imported during April, 1889. The total quantities are, heavy 172,076 loads in April, 1889, against 194,593 loads during April of present year, the respective quantities of sawn goods being 195,981 loads, as compared with 205,292 loads. The increases in same goods relate exclusively to the importation from Baltic ports ; these goods from all other countries show a decrease, and this also is chiefly the case with regard to hewn timber, there being a decrease from the British East Indies and the United States.

TRADE REVIEW.

Toronto, Ont.

TORONTO, May 31st, 1890.

The city trade has been dull for sometime, owing to the continued strikes in the building trades, but a fair amount of country orders have been coming in. The sawing season has fairly set in and the drives as a rule are making good progress. Navigation is fairly active. Prices remain unchanged.

CAR OR CARGO LOTS

1¼ and thicker clear picks, American inspection	$20 00@30 00
1¼ and thicker, three uppers, American inspection	37 00
1¼ and thicker, pickings, American inspection	25 00
1X10 & 12 dressing and better	18 00 20 00
1X10 & 12 mill run	13 00 14 00
1X10 & 12 dressing	14 00 15 00
1X10 & 12 common	12 00 13 00
1X10 & 12 spruce culls	10 00 11 00
1X10 & 12 mill culls	9 00
1 inch clear and picks	24 00 25 00
inch dressing and better	18 00 20 00
1 inch siding mill run	13 00 14 00
1 inch siding common	11 00 12 00
1 inch siding ship culls	10 00 11 00
1 nch siding mill culls	8 00 9 00
Cull scantling	8 00 9 00
1¼ and thicker cutting up plank	22 00 25 00
1 inch strips 4 in to 8 in mill run	14 00 15 00
1 inch strips, common	11 00 12 00
1¼ inch flooring	14 00 15 00
1½ inch flooring	14 00 15 00
XXX shingles, 16 in	2 20 2 30
XX shingles, 16 in	1 20 1 30
Lath, No. 1	1 70 1 90
" No. 2	1 70

YARD QUOTATIONS.

Mill cull boards & scantling	$10 00	Dressing stocks	16 00@20 00
Shipping cull boards, promiscuous widths	13 00	Picks Am. inspection	40 00
stocks	14 00	Three uppers, Am. inspect.	50 00
		F. M.	
Scantling & joist, up to 16 ft	14 00	1½in. flooring, dres'd	28 00 30 00
" " 18 ft	15 00	1½ " " rough	18 00 22 00
" " 20 ft	16 00	1¼ " " dres'd F.M.	25 00 28 00
" " 22 ft	17 00	" " undrs'd B.M.	18 00 19 00
" " 24 ft	19 00	" " dres'd	18 00 20 00
" " 26 ft	20 00	" " undres'd	12 00 15 00
" " 28 ft	22 00	Beaded sheeting, dressed	22 00 35 00
" " 30 ft	24 00	Clapboarding, dres'd	12 00
" " 32 ft	26 00	XXX sawn shingles per M	2 65 2 75
" " 34 ft	28 50	Sawn Lath	2 00 2 20
	22 50	Red oak	30 00 40 00
" " 36 ft	30 00	White "	35 00 45 00
" " 38 ft	32 00	Basswood, No. 1 & 2	18 00 20 00
" 40 to 44 ft	35 00	Cherry, No. 1 & 2	50 00 60 00
Cutting up planks 1¼ and thicker dry	25 00 26 00	White ash, 1 & 2	25 00 35 00
" board	18 00 22 00	Black ash, 1 & 2	20 00 30 00

Hamilton, Ont.

HAMILTON, May 31st, 1890.

Mill cull boards and scantlings	$ 9 00@10 00	Dressing stocks	$16 00 18 00
Shipping cull boards promiscuous widths	10 00 12 00	1¼ flooring, rough	16 00 18 00
Shipping cull stocks	14 00	1½ flooring, rough	16 00 18 00
Scantling and joist up to 16 feet	14 00	1¼ flooring, dressed	25 00
do up to 18 feet	15 50	1½ flooring, dressed	32 00
do up to 20 feet	16 00	1 flooring, dressed	21 50 23 00
do up to 22 feet	17 00	Beaded sheeting 1	25 00 30 00
do up to 24 feet	18 00	Picks, Am inspection	32 00 34 00
do up to 26 feet	19 00	Three uppers Am. In.	4C 00
do up to 28 feet	20 00	XXX sawn shingles	2 60 2 70
do up to 30 feet	21 00	Sawn Lath	2 25
Cutting up plank 1¼ and thicker dry	20 00 25 00	Red Oak	20 00 25 00
Cutting up boards	20 00	White Oak	25 00 30 00
		Basswood No. 1. & 2.	16 00 20 00
		Cherry No. 1 & 2	60 00 70 00
		White Ash No. 1 & 2.	25 00 35 00
		Black Ash No. 1 & 2.	20 00 30 00

Ottawa, Ont.

OTTAWA, May 31st, 1890.

All the mills are now running and doing good work, but owing to the large stock of lumber wintered over, the cut this summer will not likely be up to that of last season, which was an exceptionally good one. It was thought that the reduction in the ship rates this spring would have materially increased the demand from the English market, but it has not been felt as yet by the manufacturers. The drives from the upper streams have commenced to arrive and business along the river has quite an animated appearance.

Pine, 1st qual., ₱ M.	$35 00@40 00	Oak	$40 00@100 00
" 2nd "	22 00 25 00	Walnut	60 00 100 00
" shipping culls	14 00 16 00	Cherry	60 00 80 00
" 4th qual. deals	10 00 12 00	Butternut	22 00 40 00
" mill culls	8 00 10 00	Birch	15 00 25 00
Spruce, ₱ M.	10 00 12 00	Maple, hard.	20 00 21 00
Hemlock	9 00 17 00	Laths	1 80 1 90
Ash	13 00 18 00	Shingles.	1 50 3 00
Bass	12 00 20 00	" cedar	1 50 3 00

St. John, N. B.

ST. JOHN, May 31st, 1890.

Deals, Boards, Scantling, etc.

Spruce deals	$12 00	Spruce boards	12 00
Pine "	15 00	Pine "	12 00@40 00
Deal ends	6 00	Oak "	40 00
Scantling	10 00	Ash "	15 00@25 00
		Hemlock "	7 50

Shingles.

Spruce, extra	$3 50	No. 1	1 25
" clear	3 00	Pine	1 25
" No. 1 extra	2 25		

Clapboards.

Pine, extra	35 00	Spruce, extra	24 00
" clears	45 00	" clears	23 00
" 2d clears	35 00	" No. 1	15 00
		" No. 2	10 00

Flooring, Dressed.

6 in. No. 1	12 00	4 in., No. 1	12 00
" No. 2	10 00	" No. 2	10 00

Miscellaneous.

Staves	3 00@ 4 50	Laths	1 80
Heading 17 in. per pr.	04	Pickets	6 50@15 00
" 18 in.	04½	05½ Railway ties	
" 22 in.	04½	06	

Montreal, Que.

MONTREAL, May 31st, 1890.

Pine, 1st qua'y ₱ M	$25 00@35 00	Basswood	14 00 20 00
Pine, 2nd " "	20 00 25 00	Oak, per M	40 00 50 00
Pfne shipping culls ₱ M	12 00 14 00	Walnut "	55 00 100 00
		Cherry "	65 00 80 00
Pine, 4th quality deals ₱ M	9 00 11 00	Butternut, per M	22 00 40 00
Pine, mill culls, ₱ M	6 00 8 00	Birch, "	12 00 20 00
Spruce, per M	9 00 11 00	Spruce timber	12 00 15 00
Hemlock, lumber	7 00 10 00	Hard Maple "	20 00 22 00
Hemlock timber	12 00 14 00	1¼ Lath	1 25
Ash	13 00 20 00	Shingles, 1st, per M	3 00 3 25
		Shingles, 2nd, "	1 25 1 50

Vancouver and New Westminster, B.C.

NEW WESTMINSTER, May 31st, 1890.

Car load and ship rates according to assortment. Bridge and Wharf Plank and Timber.

10 to 40 ft. long, per M, net	$11 00
41 to 70 ft. " " "	$12 00@15 00
Rough lumber, building material	11 00
" " Sized	12 50
" " Fir, Clear	17 50
" " Cedar, Bench or Selects	25 00
" " " " D. D	30 00

1 in, 1¼ 1½x6 in.

T. & G. Edge, Grain and Dry	27 50
" " Green	25 00
No. 1, Dry	22 50
" 1, Green	20 00
" 2, Dry	20 00
" 2, Green	17 50
Cut to length, extra per M	2 50
D. Dressed	2 50

1 in, 1¼ 1½x4 1

Edge Grain, Dry	27 50
" " Green	25 00
T. & G. Edge Grain, Dry	25 00
No. 1, Dry	25 00
" 1, Green	22 50
" 2, Dry	20 00
" 2, Green	17 50
S. S. Planks for scows	17 50
D. D. cedar, verandah cover, any length	45 00
" " " " cut to length	50 00
Shingles	2 50
Lath	2 25
D. D. clear Cedar	40 00@60 00
Pickets, rough	11 00

Five per cent. off above prices for cash with the orders.
Delivery on scow to mouth of river.

20 M ft. and over	75c. per M. ft
10 to 20 M ft.	$1.00 " "
Under 10 M ft.	1.25 " "

Albany, N. Y.

ALBANY, N.Y., May 31st, 1890.

The spruce and hemlock men report a good business, with orders ahead. Prices will have a tendency to ease off a little when the new lumber comes in, especially on spruce and hemlock. There is quite a little business doing in hardwoods, notably in oak, ash and cherry. There is little doing in walnut. Shingles are in fair demand, and lath are selling well.

Hemlock.

Good, 1X10 in. each	13½c.	2½x4, run, each	12½
1X10 in culls	9½	2x4, run each	9½

Pine.

2½ in. and up, good	$53 00@55 00	10 in boards dressing and better	$28 00@34 00
4ths	48 00 50 00	Common	15 00 20 00
Selects	43 00 45 00	12 in. boards dressing and better	29 00 36 00
Pickings	38 00 40 00	Common	15 00 22 00
1 to 2 in., good	49 00 50 00	1¼ inch siding, selected	40 00 45 00
4ths	44 00 45 00	Common	15 00 20 00
Selects	39 00 40 00	1 in. siding selected	38 00 42 00
Pickings	34 00 35 00	Common	13 00 18 00
1 in. good	50 00 55 00	Norway, selected	22 00 25 00
4ths	45 00 48 00	Common	12 00 15 00
Selects	40 00 43 00	10 in. plk. 13 ft. dressing and better, each	42@50
Pickings	35 00 38 00	Culls	22 25
Shelving boards, 12 in. and up	28 00 32 00	10 in. boards, 13 ft., dress, & better each	28 33
Dressing bds. narrow	20 00 22 00	Culls	17 22
Sapping boards	16 00 18 00		
Box boards	13 00 15 00		

Shingles and Lath.

Shingles, shaved pine	6 50	Shingles, cedar mixed	2 75 3 00
2d quality	5 00	Lath, pine	2 00
Sawed, extra	4 30 4 40	Spruce	2 25
Sawed, clear butts	3 00 3 30	Hemlock	1 90
Cedar, XXX	4 00 4 20		

Buffalo and Tonawanda, N. Y.

BUFFALO, May 31st, 1890.

Hardwoods are moving very freely and at strong prices on quotations. The greatest drawback to the lumber trade at the present time has been strikes, and aside from this the lumber trade in Western New York would be in good condition. Lumber receipts at Tonawanda have been quite heavy this spring, and the trade is hopeful of doing a good season's business.

Norway

Clear, 1 to 2 in. all width	23 00	Common, 1 to 2 in. all widths	12 50@15 00
Dressing, 1 to 2 in. all widths	16 00@20 00	4x4, 5x5, 6x6 turning	22 00
		4x4, 5x5, 6x6 common	16 00

White Pine.

Up'rs, 1 to 4 in. 10 in	$45 00@55 00	No. 2 cuts, 1 to 2 in and thicker	$20 00@24 00
Sl'cts & Picks, 1 to 4 in	38 00 45 00	Dressing, 1 to 2 in	22 00 27 00
Fine common, 1 to 2 in. and thicker	33 00 39 00	Common, 1 to 2 in	14 00 17 00
No. 1 cuts, 1 to 2 in and thicker	27 00 39 00	No. 1 barn, 7 to 12 in	18 50 20 50
Mold strips, 1 to 2 in	27 00 33 00	No. 2 barn, 7 to 12 in	16 50 17 50
		Mill culls, 1 to 2 in	9 00 10 00

Shingles

XXX, 18-in, sawed	3 70	Thick cut (trade mark) 16 in per square	2 50
XX, 18-in, sawed clear butts	2 70	XXX cut	2 25
X, 18-in, sawed	1 80	X cut	1 10
XXX, 16-in "	3 40	No 2 cut	50
XX, 16-in " clear butts	2 40	Short cut	1 25
X 16-in "	90	Square end, per thousand	5 00
Thick cut	3 20	Octagon or pointed end	5 25
XXX cut	3 00	Scalloped or round end	5 25
X cut	1 50	Other shapes made to order	5 25
No. 2 cut	65		

New York City

NEW YORK, May 31, 1890.

White pine is in increased demand as compared with the past few weeks, and is about equal to the trade of last year. Hardwoods are unchanged. Quartered oak and poplar, ash, maple, elm and hickory, all find ready sale at current rates. Cherry is still short in supply and high in price. The export trade in walnut seems to he improving, while other hardwoods find their due quota of foreign sales. The shingle trade has improved considerably this spring, and while competition is keen, sales are active. Lath are somewhat firmer in price, with a slight prospect of further increase.

Black Walnut.

5/8 in. clear	$80 00@82 0	Culls, 1 inch	$35 00@ 36 00
1 and 1¼ inches	95 00 97 00	Culls, thick	36 00 38 00
1½ and thicker	100 00 105 00	Counter tops, 18 in.	
Rejects	50 00 52 00	and over	110 00 150 00

Poplar, or White Wood.

5/8 in. 10 inches and over	25 00@ 2600	1 inch, 8 in. and over	30 50 31 50
		2½ and thicker	33 50 34 50
¾ in. coffin boards	29 00 30 00	Common 1 to 2 in	22 00 24 00
1 inch, 10 inch and over	31 50 32 00	Saps, 1 inch & thicker	26 00 27 00
		Culls, all thickness	16 00 16 50

Ash.

1 in. white	36 00@ 37 00	Strips clear	27 00@ 28 00
1¼ to 2 inch	38 00 39 00	Black ash, good	26 00 30 00
2½ to 4 inch	40 00 42 00	Black ash, com	18 00 19 00

Oak.

1 inch plain sawed,	37 00@ 39 00	5 inches and over	51 00@ 52 00
1¼ to 2 inch	39 00 40 00	Thicker	53 00 55 00
Thicker	40 00 41 00	Strips under 6 in	40 00 42 00
Quarter-sawed, white, all clear,		Dimension cut size	25 00 27 00

Cherry

1 inch	82 00@ 85 00	2½ and thicker	95 00@100 00
1 inch strips	40 00 42 00	Counter tops, 18 in.	
1¼ to 2 inch	85 00 90 00	and over	110 00 115 00
Rejects	40 00 44 00	Culls, all thickness	16 00 18 00

Miscellaneous.

Chestnut, clear	33 00@ 35 00	Hickery, old growth	50 00 55 00
Chestnut common	20 00 22 00	Hickery, 2nd growth	70 00 75 00
Basswood white	30 00 32 00	Elm	20 00 22 00
Basswood common	21 00 23 00	Sycamore	24 00 26 00
Maple, clear	28 00 30 00	Sycamore quartered	38 00 40 00
Birch, clear	32 00 35 00	Gum	36 00 38 00
Birch, 1s and 2s	26 00 30 00	Butternut	45 00 50 00
Cottonwood	21 00 22 00	Sycamore dressed flg	24 00 25 00

Burlington, Vt.

BURLINGTON, May 31, 1890.

Lumber shipments from this market have been very fair since the opening of the season. Dressed lumber is in good demand and all the planing mills are running full time and some of them overtime. The supply of cars is under the requirements. Prices are well maintained, and collections are fair.

Canada Pine idings—1x8 in. and up, 12 to 16 ft. D 2 or 4 S.

Select & shelving	$46 00	Finish	$37 00@38 00
Pickings	37 00	Dressing	27 00@28 00
Pickings & better	40 00@42 00	Common	20 00@21 00

Canada Pine Stock—1x10 in. 12 to 16 ft. D 2 or 4 S.

Selects (clear)	55 00	Pickings & better	44 00
1st shelving	42 00	As run, common out	33 00
2d	39 00	No. 1 barn boards	26 00
3d	30 00@31 00	Common	21 00@22 00
Pickings	38 00		

Canada Pine Stock—1x12 in. 12 to 16 ft. D 2 or 4 S.

Selects (clear)	57 00	Pickings & better	44 00
1st shelving	47 00	As run, common out	33 00
2d	41 00	No. 1 barn boards	26 00
3d	32 00	Common	21 00@22 00
Pickings	38 00		

Canada Pine Stock—14 in. 12 to 16 ft. D 2 or 4 S.

Pickings & better	45 00	3d shelving	33 00
As run, common out	33 00	Common	22 00

Canada Pine Short Boards—1x8 in. & up, 11 ft. & under, D 2 S or R.

Pickings & better	35 00@35 00	Dressing & common, d	
As run, common out	30 00	2 s or d 2 s & m	20 00@21 00
		Common	18 00 20 00

Canada Pine Sheathing, D. M. & B—1 in. 4 to 7 in. 5 in. & up C B ⅞ in.

1st quality, 12 to 16 ft.	46 00	1st & 2d quality, 9 to 11 ft.	33 00
2d	36 00@37 00	7 & 8 ft.	34 00
3d	27 00	3d quality, 11 ft. & under	22 00
4th (selected common)	22 00	4th	18 00

Canada (Quebec) Spruce—1 and 1¼ in. 4 to 10 in. D 2 S and M.

Clear, 10 to 16 ft	32 00	No 2. 10 to 16 ft.	15 00@16 00
No. 1	22 00		

Above prices delivered on a rate of $30 per car load.

Saginaw, Mich.

EAST SAGINAW, May 31, 1890.

While there is a good deal of lumber selling in a quiet way, yet complaints of dullness are common. Prices rule about the same as a year ago. Some lots of box have been sold at $11. Under inspection the quotations range at $8.50 to $10 for shipping culls; $17 to $20 for common, and $36 to $38 for uppers. The local yards are pretty free customers, and planing mills and factories are busy. Shingles are in better demand. Clear butts range at $1.90 to $2.10, and XXX at $3 to $3.25.

CARGO LOTS.

Uppers	36 00@38 00	Norway	8 50@10 00
Common	16 00 21 00	Box	11 00 11 50
Shipping Culls	9 00 11 00	Straight measure	12 50 20 00
Mill Culls			

YARD QUOTATIONS CAR LOTS DRY.

Siding.

Clear, 1½ in	23 00	C, 1½ in	17 00
⅞ in	46 00	⅞ in	30 00
Select, 1½ in	20 00	No. 1, ½ in	12 00
⅞ in	39 00	⅞ in	19 00

Finishing Lumber rough.

Three uppers, 1 in.	42 00@44 00	Fine common, 1 in.	32 00
1¼ & 1½ in	44 00 46 00	1¼ & 2 in.	33 00
Selects, 1 in.	36 00 37 00	C, 7, 8 & 9 in.	25 00
1¼ & 2 in.	38 00	Coffin Boards 16 in. & over	18 00

Joist, Scantling and Timber.

12 to 18 feet	10 00	20 feet	12 00
20 feet	11 00	24 "	13 00

Plank and timber, 12 inches wide, $1 extra.

Shingles.

XXX 18 in. Climax	3 50	18 in X (cull)	55
XXX Saginaw	3 25	XXX shorts	2 00
XX Climax	2 00	XX	1 20
18 in 4 in c. b	1 00		

Lath, and Pickets.

Lath, No. 1 white pine	2 00	Pickets, 2 to 2½ in, 3 to 4 ft. rough	15 00
" No. 2 " " Norway	1 40	Dressed	20 00
		1½ in. square, rough	18 00
		Dressed	25 00

Oswego, N. Y.

OSWEGO, May 31st, 1890.

Since the opening of navigation trade has been fairly active. The demand for white pine, 1¼ inch and thicker, No. 1 cutting up and better, is good. Receipts of lumber so far have been rather light.

Three uppers, 1¼, 1½ & 2 inch			$43 00@45 00
Pickings, 1¼, 1½ & 2 in			35 00 36 00
No. 1 cutting up, 1¼, 1½ & 2in.			30 00 31 00
No. 2 cutting up, 1¼, 1½ & 2in			19 00 21 00
1 in strips, 4 to 8 wide, selected for moulding strips, 14 to 16 ft.			31 00 33 00
1x6 selected for clapboards			32 00 34 00
Siding.			
1 in siding, cutting up piks & uppers	30 00@39 00	1¼ in selected	35 00@40 00
1 in dressing	19 00@21 00	1¼ in dressing	17 00 19 00
1 in No. 1 culls	14 00@16 00	1¼ in No. 1 culls	14 00 16 00
1 in No. 2 culls	13 00@14 00	1¼ in No. 2 culls	13 00 14 00
		1¼ in No. 3 culls	9 50 10 00
1x12 Inch.			
12 & 16 ft, mill run			20 00 23 00
12 & 16 ft, No. 1 &2, barn boards			18 00 19 00
12 & 16 ft, dressing and better			26 00 30 00
12 & 16 ft, No 2 culls			15 00
1x10 Inch.			
12 & 13 ft, mill run, mill culls out			19 00 20 00
12 & 13 ft, dressing and better			25 00 27 00
12 & 13 ft, No 1 culls			16 00 17 00
12 & 13 ft, No 2 culls			14 00 15 00
14 to 16 ft, mill run mill culls out			20 00 22 00
14 to 16 ft, dressing and better			25 00 27 00
14 to 16 ft, No. 1 culls			16 00 17 00
14 to 16 ft, No. 2 culls			14 00 15 00
10 to 13 ft, No. 3 culls			9 50 10 00
1 1-4x10 Inches.			
Mill run, mill culls out	20 00@23 00	No. 1 culls	16 00@17 00
Dressing and better	25 00 30 00	No. 2 culls	14 00 15 00
1x4 Inches.			
Mill run, mill culls out	17 00@19 00	No. 1 culls	13 00@14 00
Dressing and better	23 00 27 00	No. 2 culls	11 00 12 00
1x5 Inches.			
6 7 or 8, mill run, mill culls out	19 00@21 00	6, 7 or 8, No. 1 culls	15 00@16 00
6, 7 or 8, drsg & better	24 00 28 00	6, 7 or 8, No. 2 culls	13 00 14 00
Shingles.			
XXX, 18 in pine	3 50@3 70	XXX, 18 in cedar	3 40@3 70
Clear butts, pine, 18 in.	2 50 2 70	Clear butt, 18 in cedar	2 40 2 70
XXX, 16 in pine	3 10 3 20	XX, 18 in cedar	2 00 2 10
Stocks cedars, 5 or 6 in.	5 00		
Pickets.			
No. 1, 1¼x1¼	15 00	No. 2, 1x3	9 00 10 00
No. 1, 1x3	20 00		
Lath.			
No. 1. ¼	2 20	No. 2, 1 1-4	1 80
No. 1 -4	1 60		

Boston, Mass.

BOSTON, May 31st, 1890.

The movement in lumber is confined almost entirely to spruce and southern pine. Under the pressure of an active demand and scarcity of supplies, the spruce market is in a very firm condition. Random spruce is quoted at $15 to $16, and dimension at $16 to $19. The amount of pine on the market for sale is extremely limited and confined, for the most part, to ordinary grade stock. Prices are fairly well maintained. The shingle business continues good and prices are unchanged. Extra sawed cedars are quoted at $3.40 to $3.50, clear $3. In the hardwood line trade is inactive, with the exception that there is a good demand for quartered oak of high grade, and cherry. Good quartered Oak is in good demand and prices are firm.

Western Pine—by car load.

Uppers, 1 in	$48 00@50 00	Fine com., 3 & 4 in	42 00@46 00
1¼, 1½ & 2 in	48 00 50 00	No 2, 1 in. Fine com.	25 00 30 00
3 & 4 in	55 00 60 00	1¼, 1½ & 2 in	29 00 31 00
Selects, 1 in	42 00 43 00	No. 1 strips, 4 to 6 in	40 00 43 00
1¼, 1½ & 2in	43 00 45 00	No. 2	35 00 37 00
3 & 4 in	45 00 50 00	No. 3	24 00 26 00
Moulding boards, 7 to 11 inch clear	36 00 38 00	Cut ups, 1 to 2 in	24 00 30 00
60 per cent clear	34 00 36 00	Coffin boards	19 00 22 00
Fine common 1 inch	36 00 38 00	Common all widths	22 00 26 00
1¼, 1½ & 2 inch	38 00 40 00	Shipping culls 1 in	15 00 15 50
		do 1¼ in	15 50 16 50

Eastern Pine—Cargo or Car Load.

Nos. 1, 2 & 3	40 00@43 00	Clapboards, 4 ft., sap clear	40 00 45 00
4	28 00 30 00	Sap, 2nd clear	33 00 35 00
5	23 00 26 00	Heart extra	50 00 55 00
Ship'g bds & coarse	16 00 16 50	Heart clear	45 00 50 00
Refuse	12 00 13 50	Bevel siding 6in, clear	23 00 24 00
West'rn pine clapbds 4 ft. sap extra	45 00 50 00		

Spruce—by Cargo.

Scantling and plank, random cargoes	14 00@15 00	Coarse, rough	12 00 14 00
Yard orders, ordinary sizes	15 00 16 00	Hemlock bds., rough	12 00 13 00
Yard orders, extra sizes	15 00 18 00	" dressed	12 00 14 00
Clear floor boards	19 00 20 00	Clapbds., extra, 4 ft.	38 00 40 00
No. 2	16 00 17 00	Clear, 4 ft.	35 00 37 00
		Second clear	25 00
		No. 1	10 00 14 00

Lath.

Spruce by cargo	2 10@2 20

Shingles.

Spruce	1 25@1 50	Cedar, sawed, extra	3 25 3 50
Pine, 18 in. extra	4 00 4 25	Clear	3 00
Pine, No. 1	3 00 3 15	Extra, No. 1	2 50
		Cypress, No. 1, 18 in.	5 00

EXCHANGE ECHOES.

Northwestern Lumberman.

A great many mill men profess to favor the band saw as an economizer, as well as a means of securing nicely manufactured lumber, but they do not carry their economy as far as they might. There are many ways in which they could co-operate with a thin saw. In regions where the timber supply is on the wane, economy has, of course, been enforced. But in the south, on the Pacific coast, or wherever timber is plenty, it should be borne in mind that a reduction of kerf is not the only economy that should be sought. The checking of waste should begin in the woods, and be carried through all the details of manufacture. No good timber should be left in the forest to rot, no fires should be carelessly left to burn, and nothing should be sacrificed at the mill. In many localities almost as much timber is left in the woods to decay as is cut, and half as much stock is thrown away at the mill as is sold. There is where reform should set in.

New York Lumber Trade Journal

Never in the history of the Spruce trade was the time so auspicious for advancing prices. The price at which Spruce is selling by the cargo to-day makes it impossible to make a cent at combination prices, and a very careful investigation leads us to believe that the chance of getting cheap Spruce this summer is very slim indeed. Even though the cut may be up to the average, there are other conditions which make low prices out of the question. In the first place stocks here are low. It will take a good deal of lumber to get them up to a normal condition, but the most important factor is freight. It is as certain as anything can be, that freights this summer will rule higher than for many years. With over a million tons of ice to come forward, there is no chance for a decline. We want our dealers to realize this. The present prices were made to stand until June, but why wait until June? Ninety per cent. or more of our dealers are ready to advance prices at once, and it should be done. Every day's delay means money lost.

Southern Lumberman.

If complaint, abuse and loud-mouthed recrimination prove obstacles in the way of the lumber commission merchant, he certainly finds Jordan a somewhat difficult road to travel, for he is constantly reviled, accused of extorting excessive commission and charged with sacrificing lumber at almost any price when put on the market. Many of these accusations are, doubtless, unjust, and the commission merchant is, in many instances, a necessity and a direct benefit to the operators of small saw mills. Certainly the commission man who works up business and places orders direct with the mill man at a specified price for his product, is a benefit to the trade. The day is passed when consignments of lumber should be made blindly to any market. Shippers who on the strength of exaggerated reports or other erroneous information, blindly consign lumber may expect the returns to be unsatisfactory. Many commission merchants place orders direct, and we believe, as a general thing, all commission merchants discourage promiscuous shipments. They are demoralizing to the trade and unsatisfactory to the shipper. Lumber to command the best prices, should be cut to order and to the special wants of the market where it is sold. Operators of small mills can find a sale at home for their product at almost market quotations, and when they have no established trade, should sell their lumber in the nearest market. Lumber should never be consigned for sale.

CASUALTIES.

Edward Folley, a workman at the Vancouver saw mill, had his thigh fractured by a log rolling on it.

Andy Forbes fell off a car while loading square timber at Sundridge the other day and badly hurt himself.

A young German was drowned at Pembroke, Ont., on the 12th of May. While working on a drive he fell off a log.

Aaron Born, aged 18 years, was drowned May 12th, while driving logs on the Indian river, near Jamieson's Bridge, Ont.

August Bucholtz, while working in A. & P. White's saw mill at Pembroke, Ont., had one of his thumbs cut off with a saw on May 12th.

Albert Gray, a lad 16 years of age, recently from Toronto, fell from the log boom north of Grand Rapids, Mich., on May 11th and was drowned.

E. Chevier, employed in hewing timber on the Upper Ottawa, recently had the toes of his left foot severed. He has a wife and family living in Mechanicsville.

The boiler in the steam saw mill of Kerr Bros., Farran's Point, Ont. exploded May 15th, completely demolishing the mill and killing a young man by the name of Rombough.

Frank Donois, 23 years of age, unmarried, and a resident of Maidstone Cross, was drowned at Romney, Ont., in Lake Erie, while rafting for the Essex Land & Lumber company.

John Golivard, who is employed as a culler at J. R. Booth's mills, Ottawa, had his right leg broken May 17th, owing to a stick of timber being blown on top of him by the high wind.

At Deseronto, Ont., May 19th, James Master, conductor on the refuse train of the Rathbun company, while stepping on the moving train fell under the cars and received probably fatal injuries.

Louis Baldue, a shantyman, who was coming down from the woods, jumped off the train at Ashton, Ont., while the train was in motion and broke his leg. He belongs to St. Joseph d'Orleans.

FIRE RECORD.

J. Wheeler's grist and shingle mill at Freelton, Ont., was destroyed by fire April 28th. Loss heavy.

Mr. Hodgin's saw mill, located a few miles from Portage du Fort, Quebec, was burned May the 8th.

A saw mill owned by Laziare Denier, at St. Julia de Somerset, Que., was destroyed by fire May 3rd.

The saw mill at Vallens, Ont. has been burned down. Loss about $2,500. It is not likely to be rebuilt.

The saw mill belonging to John Wood, Colpoy's Bay, was totally destroyed by fire a few days ago. The mill was one of the oldest landmarks in the Bruce peninsula.

The shingle mill and dwelling house, and 150 thousand shingles owned by R. J. Miller, at Black Lands, N.B., were burned last month. Loss about $1,500; no insurance.

PERSONAL.

Mr. William Vanstone, for many years engaged in the milling and lumbering business, died at Brussels last month.

Mr. Geo. W. Strickland, of Lakefield, Ont., vice-president of the Lakefield Lumber Company, died at his residence in that village, May 15th, after a few days illness.

Thomas Nester, one of the wealthiest and best known lumbermen in Michigan, was stricken with apoplexy on May 10th, and died two days later at Barga, in the Upper Peninsula. Fifty-seven years ago, Nester was born in county Mayo, Ireland. In 1846, the Nester family emigrated to Canada and settled near Hamilton. In the winter of '51 Nester went to Michigan to work in the woods near Bay City. For many years he worked in the woods in the winter and participated in the drive in the spring. He finally worked his way up until he became the owner of a large saw mill at Alger, and afterwards carried on extensive lumbering operations. He leaves a fortune variously estimated at from $2,000,000 to $4,000,000.

WOOD SPLIT PULLEYS.

The Dodge Manufacturing Company was the very first party in the United States to make a successful wood split pulley, and interchangeable for shafts of different sizes is not denied by any one, and that they have thus been great benefactors to mechanics and manufacturers, is also not denied. That they have stood by the manufacturers with the best belt pulley that can be purchased, at reasonable prices, is demonstrated by the numerous failures among the imitators who have been constantly springing up. In no case has an imitator equaled the product of this company, or produced a pulley not in infringement of their patent rights, and making every user and consumer liable to annoying suits at law. A good wood split pulley can not be made without the use of some of the patents belonging to the Dodge Company, and the various attempts to do so have not been successful, but have resulted in some remarkable mechanical monstrosities, which nevertheless have been put upon the market, guaranteed by their authors to be as good as the Dodge "Independence." In no case has this proved true. The "Independence" has now been upon the market for over nine years, and over five hundred and eighty thousand (580,000) have been sold, and in every case with satisfaction to the consumer. Every pulley is sold on the following special guarantee;

OUR SPECIAL GUARANTEE.

We guarantee every pulley made by us shall be, in every respect, as represented.

We guarantee the poplar face in every case, to transmit from 25 to 60 per cent. more power with the same belt, than any iron pulley made, with like tension belt.

We guarantee the compression fastening in every case to be perfect, and to hold firmly upon the shaft.

We guarantee the compression of wood on iron to hold stronger than set screws in any case, and to be the most perfect fastening ever invented.

To summarize: We guarantee satisfaction entire.

Any pulley found defective and not as represented, may be returned at our expense. We will allow any party who is skeptical as to the merits of our wood split pulley, and who means business, a trial of 30 days, and if not satisfactory, to be returned at our expense. For further particulars address; Dodge Wood Split Pulley Co., Toronto. Ont.

WINNIPEG LUMBER TRADE.

There is a noticeable increase in the movement of lumber at Winnipeg, but the full volume of the season's trade has not yet been reached. Following are the prices at the different mills in the Keewatin district: Dimension: 2x4 to 12x12, 12 to 16 ft. long, $14; do. 10, 18 and 20 ft. long, $15; $1 per M advance on each inch over 12 in. surface; 50c per M on each foot over the above lengths to 24 ft. long; $1 per M advance on each foot over 24 ft. long; surfacing 50c per M; surfacing and sizing $1 per M. Boards: 1st common, rough, $16.50, dressed, $17.50; 2nd common, rough, $14, dressed, $15; culls, rough, $10, dressed, $11; 1st common, stock, 12 in. rough, $19, dressed, $20; do. 8 and 10 in. rough, $18, dressed, $19; 2nd common stock, 12 in. rough, $16, dressed, $17; do. 8 and 10 in. rough, $15, dressed, $16; 10 ft. long and under, $1 less per M. Shiplap, 10 in, $16; 8 in, $15.-50; 8 and 10 in. flooring and siding, at $1 per advance. Siding, ceiling and flooring: 1st, 6 in. $29; 2nd, 6 in. $25; 3rd 6 in, $21; 4th 6 in, $18; 1st 5 in, $29; 2nd 5 in, $25; 3rd, 5 in, $20; 4th, 5 in, $17; 1st, 4 in, $29; 2nd, 4 in, $25; 3rd, 4 in, $19; 4th, 4 in, $16; $1 per M advance for dressing on both sides; $1 per M less for lengths 10 ft. and under. Bevel Siding: No. 1, 1st siding, ½ in x 6in, $20; No. 2, 2nd siding, ½ in x 6 in, $17. Finishing (1¼, 1½ and 2 in): 1st and 2nd clear, $45; 3rd clear, 40; selcts $30; shop, $25; 1 inch 1st and 2nd clear, $40; 3rd clear, $32; No. 1 stock, 35; No. 2 do. $30; No. 3 do. $25. Mouldings: window stops, per 100 ft. lineal, $1; parting strips, do, 60c; ¼ round and cove, do., 75c. Casing: 4 in. O G. per 100 ft. lineal, $1.75; 5 in. O G, do., $2.25; 6 in. O. G. do., $2.50; 8 in. O. G, base, do., $3.50; 10 in. O G base, do., $4.25. Lath, $2. Shingles: No. 1, $3; No. 2, $2.50; No. 3, $1.50; No. 4, $1.

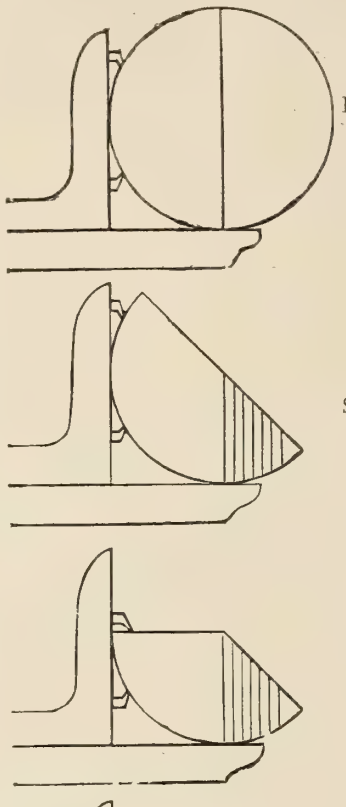
QUARTER SAWED LUMBER.

A number of enquiries having been received of late regarding the best method of cutting quarter-sawed lumber, we reproduce an article on this subject which appeared in THE LUMBERMAN some four years ago, and which, we think, with the illustrations produced, will give our readers a practical idea of the most suitable method yet adopted. We are indebted to the *Southern Lumberman*, of Nashville, Tenn., for the illustrations in this article.

Within the past few years there has sprung up quite a brisk demand for "quarter sawed" lumber. This demand is based mostly on the fact that lumber of any kind cut in this manner shrinks less and warps less than that sawed in the usual manner and is really more valuable for nearly all purposes, but its popularity is also due, in some measure, to the fashion that is gaining prevalence for figured oak and other Southern hardwoods, for interior finish, for panels, furniture and many other uses. It is one of the most sensible fashions ever started, because it is a well-known fact that the greatest shrinkage in any lumber is in the direction of the periphery, or circumference of the tree, and the least shrinkage and slightest warping is in a line "with the grain" from the bark to the heart of the tree. To cut lumber as nearly like clapboards or staves are riven, with the least possible loss of timber, is the object of "quarter" sawing. The most desirable feature is to secure clearness and width. None but the best logs 14 or 16 feet should be cut if the highest prices are expected. The width should never be under five inches, and the wider it is the better. All boards should he cut "full," so as to dry up to full thickness. The best thickness is 1 inch to 2½ inches. Thick lumber commands $3 to $4 per thousand more than boards, but the demand is as yet limited for thick stuff, and it requires more time to season. Our experience is that it is better to dry quartered oak before trimming off the bevel edge and the sap, as this plan gives a more perfect board, but it costs more and some good mill men differ with us.

These sketches were produced from the rough pencil sketches sent in by practical saw mill men, and the descriptions are given in their own language. This goes to show that one practical man can convey his ideas to another practical man better than anybody else can do it for him, and that the lack of drawing skill or a college education will not debar him from imparting practical ideas through the columns of any paper.

The plan mostly used in the band mills in Nashville is that of Mr. J. D. Allan. It is best to have lower dogs, but not absolutely necessary, as we have seen good work done by using wedges on the head-blocks. Following are the best known plans for cutting quarter-stuff.



First cut, halving the log.

Second cut, an eighth into boards.

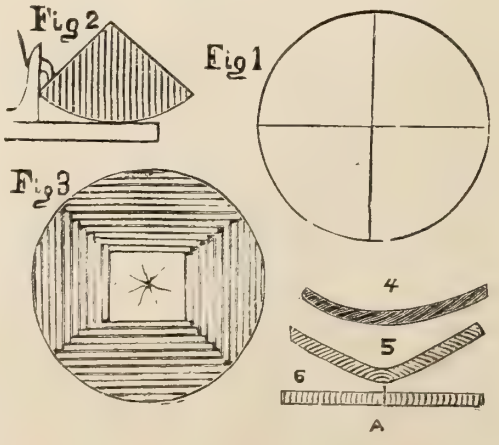
Third cut, another eighth into boards.

Fourth cut, another eighth into boards.

Fifth cut, another eighth into boards.

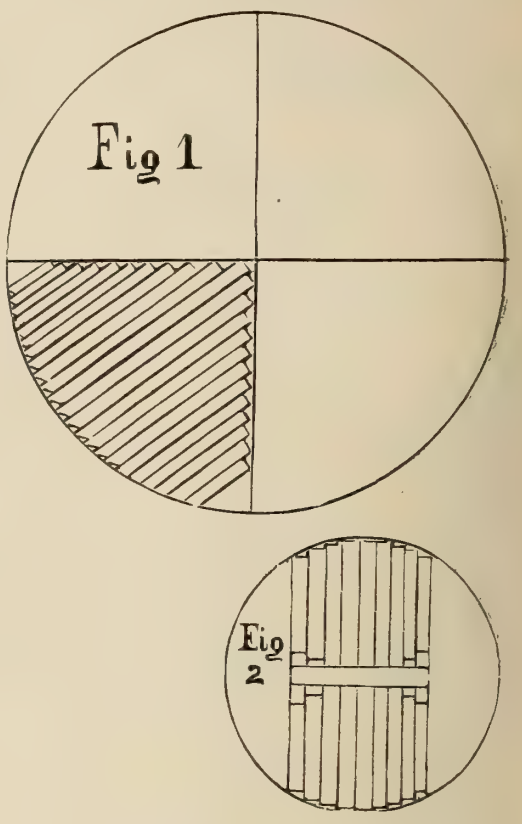
The other half of the log is cut in the same manner.

D. J. ALLEN, NASHVILLE, TENN.



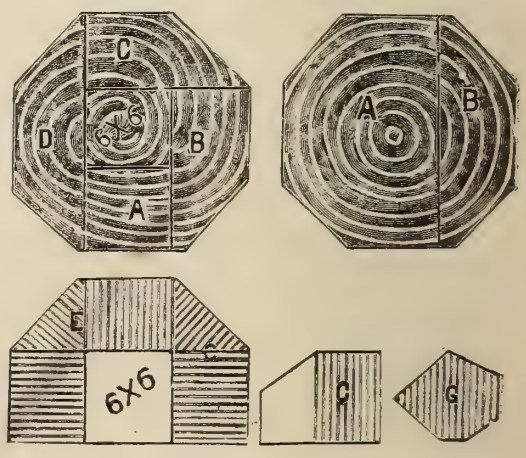
DAVID G. GREEN, BELLEFONTAINE, O.

Fig. 1 shows a log full and the way it should be quartered. Fig. 2 shows a quarter on block and the way it should be sawed for "qurrter-sawed." Fig. 3 shows a log cut the way it should be sawed to get "grain-sawed" lumber. Fig. 4 shows a grain-sawed board and the way it would warp. Fig. 5 shows a board warped at the center only, "which illustrates itself." Fig. 6 shows a board sawed directly through the heart. It will not warp, but will burst open at A; it will not shrink in width, but will get thinner. It will warp in the direction of the bark. That is why quarter-sawed lumber should never be edged up until it is seasoned.



M. C. ADAMS, ELLETTSVILLE, IND.

MR. EDITOR,—I notice in the columns of your paper the question is asked how to saw "quartered" oak * * I have a drawing of the way I saw it:—Fig 1 represents a log that is quartered by sawing through the center first, and then splitting the halves in center. Lay quarter on blocks with bark side down, and saw it as represented in the drawing. The object of "quartering" is to show the grain of the timber, and I think this way the best. Fig. 2 represents a log that is too small to quarter. The part that is not lined off may be sawed as the sawyer may wish, the balance, if sawed as represented in drawing, will sell as "quartered" lumber, for it is plain to be seen that it will show the grain or figure as well as if the log had been quartered.



T. M. & J. C. DICKSON, INDIANAPOLIS, IND.

We notice in your issue of October 1st you wish ideas in regard to quarter-sawed oak. We enclose you a diagram showing the method we have used for years, and with great advantage, and if any benefit to you in your investigations, you are welcome to it.

1. Take octagon A, (right hand at top), saw off B, three inches from center.
2. Turn A down flat and cut off C.
3. Turn A down again and cut off D.
4. Turn A back and cut off 6x6 of heart.
5. Turn A heart side down, and finish in boards.
6. Put C on blocks and cut boards as indicated.
7. Finish balance of C as indicated in G.
8. Cut E and B same as C.

All the sap boards are saved in making the octagon, and the heart is made into a 6x6. Use no logs less than 26 inches in diameter at the small end.

VALUABLE MILL PROPERTY FOR SALE.

THE SAW MILL formerly owned by E. Dunstan, better known as the Hickory mill, situated on Maidstone avenue, in the town of Essex. The property consists of one and three-quarter acres of land, frame mill, in good repair, machinery been running until very recently, and all in first-class order. There is also a spoke machine in good running order, good supply of water, favourable location; spur from Michigan Central railroad running into yard; good roads. Small payment, in cash; balance, with approved security, on terms to suit purchaser. For further particulars apply, CLARKE & WISMER. Barristers, etc., Essex.

MACHINERY FOR SALE

LIST of woodworking machines for sale by H. W. PETRIE, Brantford; branch opposite Union Station, Toronto.

ONE new eclipse planer and matcher, Galt make.

PLANER and matcher, Detroit make.

CHAMPION planer, matcher and molder, nearly new.

LITTLE GIANT planer, matcher and molder, Price $200.

PLANER and matcher, wood frame, good order

24 inch planer and matcher, Dundas make.

NEW poney planers and matchers only $175.

27 inch double surfacer, revolving bed, Cowan & Co. make.

24 inch poney planer, Ross make, Buffalo.

No. 4 poney planer, McKechnie & Bertram build.

24 inch wood frame planer, Kennedy & Sons build.

ONE planing machine knife grinder.

24 inch wood frame surfacer planer, cheap.

24 inch surface planer, Rogers make, Norwich, Conn.

24 inch surface planer, American build.

24 inch wood frame planer, Kennedy & Sons build.

22 inch surface planer, McKechnie & Bertram.

22 inch wood frame planer in good order.

24 inch wood frame planer in good order.

12 inch diagonal buzz planer, new, Galt make.

DANIEL'S planer, R. Ball & Co. make.

MATCHER, Kennedy & Sons make, Owen Sound.

BEADING and molding attachment for planer, Ross maker, Buffalo.

No. 2 three side molding machine, Galt make.

THREE side moulder, Rogers make, Connecticut.

NEW power morticer, Galt make, also several second hand.

ONE chair or upright boring machine.

IRON top shaper, Goldie & McCulloch builders.

CENTENNIAL top jig saw, Goldie & McCulloch builders.

DOUBLE cope tenoning machine, Dundas make

TENONING machine without copes, price $

NEW 30 inch resaw, Galt make, also band re- saws

Wood turning lathes several sizes

NEW combination saw table, all iron and steel.

IMPROVED saw arbors all sizes, Galt make. Large stock.

ONE improved iron frame saw, new, Buffalo make

SAND PAPERERS new and second hand.

NEW dovetailing machine, Tyrell's Patent.

NEW 36 inch also 36 inch band saw, Galt make.

NEW 28 inch band saw, Cant Bros. make Galt.

Foot power scroll saws and three foot power drop hammer

SHAPER, wood top, Goldie & McCulloch builders, as a bargain.

THREE Dimension benders, all Galt make.

DODGE wood split pulleys at manufacturer's prices. Quick delivery.

Foot and hand lettering machine, latest design.

Foot and hand lettering machine, Galt make

FULL particulars of any machine in above list on application. Send for my descriptive lists of Engines, Boilers, Iron and Woodworking machines, Water motors, etc. H. W. PETRIE, Brantford and Toronto.

T. SHORTISS,
DEALER IN
PINE & MINERAL LANDS
9 Toronto Street,
TORONTO, - - ONT.
CORRESPONDENCE SOLICITED

WANTED AND FOR SALE.

Announcements in this department will be inserted at the uniform rate of two cents a word for first 20 words and one cent for each additional word, payable in advance. For four or more consecutive insertions of the same advertisement a discount of twenty per cent. will be allowed. Each initial and figure counted as one word. Copy must reach this office by the 25th of the month to secure the appearance of the advertisement in the paper of the following month.

LUMBER SALESMAN with connection in Toronto and Western Canada open for engagement. Address "H" office of "Canada Lumberman," Toronto.

NOTICE—Splendid opening for any person wishing to go into the Saw-mill business For sale in the town of Parry Sound, Steam Saw mill. New and good machinery. Also quantity of logs and some timber limits. For full particulars apply to S. & J. ARMSTRONG, McKellar, Ontario.

CASH paid for all kinds of hardwood lumber; give full particulars; car or cargo lots only, W. N. McEACHERN & Co., No. 3 dock, Toronto

WOOD-WORKING FACTORY WANTED, Hepworth station, on G. B. & L. E. Div. of G. T. R., presents a splendid opening for a hardwood working factory of some kind. Abundance of beech, maple, elm, birch and black ash can be purchased cheap. A suitable building, with boiler and engine if required can be procured near the station by applying to J. E. MURPHY, Hepworth station, Ont.

HARDWOOD lumber, bought, sold or received on consignment, TUCKER DAVID, lumber commission merchant, 313 Eleventh Ave., N.Y.

FOR SALE—pine timber, four hundred acres; estimated at two million feet; 4 miles from railroad station; soft white pine, suitable for twenty to sixty foot bill stuff. Apply to E. TODD, Hepworth.

LATH WANTED.

A large quantity of No. 1 Lath, green and dry, for present and future shipment. Address,

PORTER, ROBERTSON & CO.
35 Adelaide St. East,
Toronto.

A BUSINESS OPPORTUNITY.

For Sale, Rent, or Partnership—sash and door factory and saw mill; adjoining the city; doing a good business and can be largely extended; first-class machinery and 60 horse-power engine, dry kiln, etc.; premises suitable for shipyard. For particulars apply to M. STRACHAN & SON, Kingston, Ont.

RAILS AND CARS FOR SALE.

Light Steel Rails for Tramways; good order. Cars for lumber, cheap.

JOHN J. GARTSHORE,
49 Front St. West,
Toronto.

FOR SALE CHEAP—SAW AND STAVE MILL.

In county of Essex—46 acres fine farming lands, good farm buildings—plenty of timber near; only 2½ miles from two different railways—terms easy—splendid bargain—must be sold. JAMES. S. LAIRD, P. L. S., Essex, Ont.

A. P. & W. E. KELLEY CO.

WHOLESALE Lumber dealers. Yards at Tonawanda and Chicago. Correspondence invited.

LAYCOCK LUMBER CO.

MANUFACTURERS of Pine, Hemlock and Oak Timber up to 85 feet in length. Saw Mills: Ackley, Pa., Black Rock, N. Y., Gravenhurst, Ont. Office, corner Main and Seneca Sts, Buffalo, N. Y.

WILLARD W. BROWN.

202 Main Street, Buffalo, handles all kinds of Hard Woods.

C. P. HAZARD.

WHOLESALE dealer in Lumber, Shingles, Lath and Fence Posts. Correspondence invited from the Canadian trade. No 92 River Street, Buffalo, N. Y.

WHITE, RIDER & FROST.

WHOLESALE dealers in Michigan, Wisconsin and Canada Pine and other woods. Principal office, Tonawanda, N. Y.; branch office, New York City.

COWPER & GREGORY.

RECEIVERS and Forwarders of Lumber, Lath, Shingles, &c. Unexcelled facilities for shipping by canal or rail. Tonawanda, N. Y.

A. M. DODGE & CO.

MANUFACTURERS of and Wholesale dealers in all kinds of Lumber, Lath and Shingles. Tonawanda, N. Y.

E. & B. HOLMES.

WHOLESALE dealers in Lumber and Timber. Office, Michigan and Canal Streets, Buffalo, N. Y.

CHEESMAN DODGE

TIMBER and Lumber Merchants. Ship and Boat stock, Railroad Ties, &c. Office, 16 West Seneca Street, Buffalo.

Buffalo Hardwood Lumber Co.

OFFICE and yard, 175 Louisiana Street, Buffalo. Holders of Hardwood stocks are invited to correspond.

EMMET FLEMING

INSPECTOR and Commission dealer in Lumber. Office, 251 Louisiana Street, Buffalo, N. Y.

THE TONAWANDA LUMBER CO.

MILLS at East Tawas, Mich.; office 106 Main Street, opposite N. Y. C. and H. R. R. R. Station, North Tonawanda, N. Y.

J. & T. CHARLTON

WHOLESALE dealers in Masts and Spars, Canada Round Pine, &c. Tonawanda, N. Y.

L. A. KELSEY LUMBER CO., (Ltd.)

MANUFACTURERS and dealers in Hardwood Lumber of all kinds. Describe stock and write for prices. Office Tonawanda, N. Y.

BOVEE & HOWDEN

MANUFACTURERS and Wholesale dealers in Hard and Soft Wood Lumber. Holders of Canadian stocks are invited to write for quotations. Offices at Tonawanda and Le Roy, N. Y.

IMPORTANT AUCTION SALE

Gilmour & Company's Mills and Limits on Gatineau and Trent Rivers.

Messrs. Gilmour & Co. will offer for sale by auction at the RUSSEL HOUSE, at the

CITY OF OTTAWA,

the whole of their valuable mills and limits, with plant, real estate, lumber, etc., on the

9th DAY OF APRIL, 1890

at 2 o'clock, p.m. The sale will be in parcels. For a full description of the parcels, list of chattels and details apply to either of the undersigned or at the offices of the firm at Ottawa, Chelsea, Trenton and Quebec.

Dated 20th November, 1889.

ALLAN GILMOUR, Ottawa.
JOHN GILMOUR, Chelsea, Que.
DAVID GILMOUR, Trenton.
J. D. GILMOUR, Quebec.

POSTPONEMENT.

GILMOUR MILLS AND LIMITS.

The sale of the above properties, advertised to take place on the 9th April, is postponed until the

31ST JULY, 1890,

when they will be put up without further postponement at the same hour and place.

Dated 5th April, 1890.

ALLAN GILMOUR.
DAVID GILMOUR.
JOHN GILMOUR.
J. D. GILMOUR.

IMPORTANT SALE

TIMBER LIMITS.

The offering of [illegible] Timber Limits for sale at Public Auction at the [illegible] in the City of Ottawa

TUESDAY, 28th OCTOBER, 1890

at three o'clock in the afternoon the following valuable timber Limits

PARCEL No. 1 [illegible] square miles on Bonnechere river, in the Province of Quebec, [illegible] Nos. 57, 58, 47, 48, 38, 39, 28, 29.

PARCEL No. 2—Berths No. [illegible] of Lake Huron in Ontario, [illegible] No. [illegible] 99. Area, 36 square miles

PARCEL No. 3—Berth No. 1, [illegible] in Ontario, limits No. 124 for [illegible] square miles

PARCEL No. 4.—Berth No. 15 [illegible] of Lake Huron, in Ontario, limits 145 of 1889. Area, 36 square miles

The purchaser will be required to [illegible] on each limit according to [illegible]

For terms and conditions [illegible] to E. D. Moore, Esq., Hull, and to the undersigned.

CHRISTIE & CHRISTIE
J. R. FLEMING.
Advocate. 112 Wellington st., Ottawa.
353 Sparks st., Ottawa.
5th February 1890.

TENDERS.

SEALED TENDERS marked "F. [illegible] Police Provisions and Light Supplies" addressed to the Honorable the Minister of Railways and Canals, Ottawa will be received up to noon on Tuesday, 3rd June, 1890.

Printed forms of tender, containing full information as to the articles and approximate quantities required, may be had on application at any of the Mounted Police Posts in the North-west, or at the office of the undersigned

No tender will be received unless made on such printed forms.

The lowest or any tender not necessarily accepted.

Each tender must be accompanied by an accepted Canadian bank cheque for an amount equal to 10 per cent. of the total value of the articles tendered for, which will be forfeited if the party declines to enter into a contract when called upon to do so, or if he fails to complete the service contracted for. If the tender be not accepted the cheque will be returned.

No payment will be made to newspapers inserting this advertisement without authority having been first obtained.

FRED. WHITE.
Comptroller, N.W.M Police.

Ottawa, April 22, 1890.

Notice to Contractors.

SEALED Tenders, addressed to the undersigned, and endorsed "Tender for Kingston Dry Dock," will be received at this office until Friday, the 27th day of June next, inclusively, for supplying, setting in place, and delivering in complete working order, the Pumping Plant in connection with the Dry Dock, now in course of construction at Kingston, Ontario, in accordance with the conditions and stipulations contained in the form of tender, and plan attached thereto, copies of which can be obtained on application to the undersigned at Ottawa, and W. O. Strong, Esq., Resident Engineer, 30 Union street, Kingston, Ont.

Tenders will not be considered unless made on the form supplied and signed with the actual signatures of tenderers

An accepted bank cheque, payable to the order of the Minister of Public Works, equal to *five per cent. of amount of tender*, must accompany each tender. This cheque will be forfeited if the party decline the contract, or fail to complete the work contracted for, and will be returned in case of non-acceptance of tender.

The Department does not bind itself to accept the lowest or any tender.

By order, A. GOBEIL, Secretary.
Department of Public Works,
Ottawa, 17th May, 1890.

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MONARCH, RED STRIP AND LION BRANDS.

MANUFACTURED BY

THE GUTTA PERCHA & RUBBER MANUFACTURING CO. OF TORONTO.

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83 Front Street West, Cor. Lorne Street,

* TORONTO, ONT. *

Correspondence solicited from parties having Hardwood Lumber for sale, giving description of Stock and Prices F. O. B. Cars at Mill. Telephone 2130.

Wanted at once. *300,000 Birch, 1 to 4 in.; Basswood, 1 in.; Hard Maple, 3 in. and Elm. All to be strictly 1sts and 2nds. Prices to be F. O. B. cars shipping point.*

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Finest Material, Most Even Temper.

The largest Saw Factory in the Dominion.

Our Circular Saws are Unequalled.
Our Cross-Cut Saws are Unexcelled.
And our Hand Rip and Butcher Saws
Fully Equal to any on the Continent.

OUR SPECIALTIES.

The "Simonds" Circular Saw.
The "Leader" Cross-Cut Saw.
The "Lawson" Butcher Saw.
The "Herling" Hand Saw.

THE BEST IN THE WORLD!

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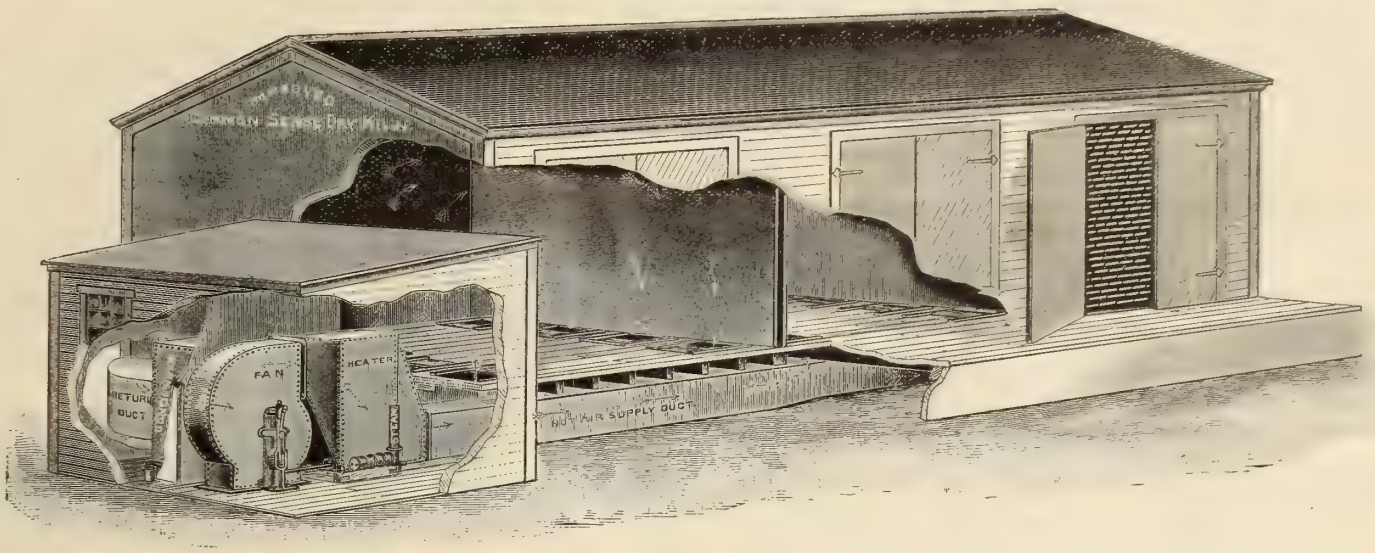
The Improved Common Sense Dry Kiln

Maintains its lead over all others.



It is pre-eminently the best process in use.

It extracts the moisture from the centre; combines active circulation, moderate heat, and condensation of the sap; secures the quickest and best results in the most perfect and economical way known. The process is applicable to old or new kilns. Quickly and repeatedly repays all outlay. For Hardwood Lumber use no other, and avoid all checks, warps and case-hardening. It seasons lumber exactly like, and equal to, air seasoning. More largely used than all others in England and the United States. Address,

St. Albans Mfg. Co., St. Albans, Vt., U. S. A.

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Correspondence is solicited from parties having choice stocks of Hardwood and Pine to offer, either in the log or in sawn lumber.

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Steam Launches and Tug Boats a Specialty.

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RELIABLE RAPID! CHEAP!

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Best Manner Possible

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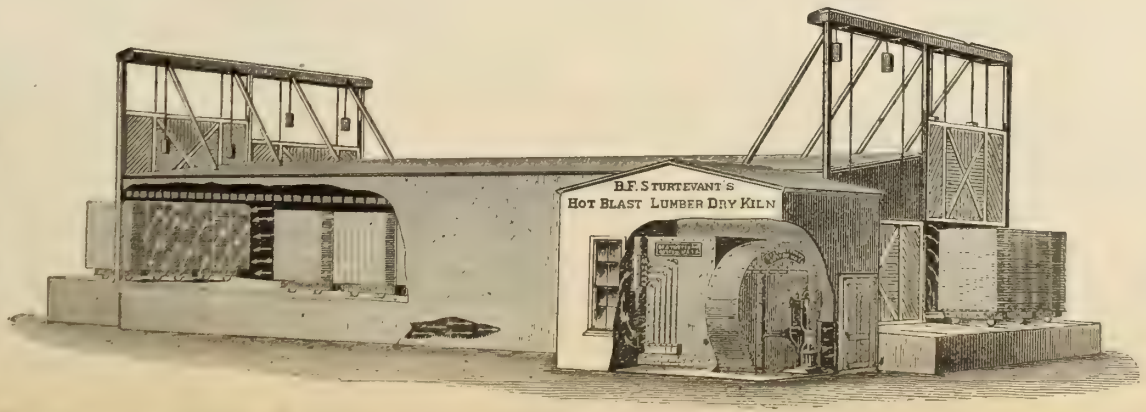

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B. F. STURTEVANT, Patentee and Sole Manufacturer, 34 Oliver Street, (corner of Franklin street) BOSTON, MASS., U. S. A.

A. R. Williams, Soho Machine Works, Toronto, General Agent for the Dominion.

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Wholesale Dealers in

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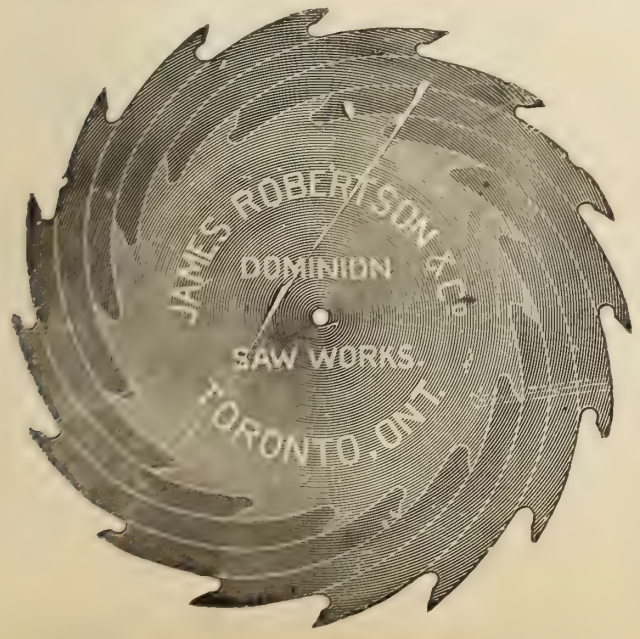

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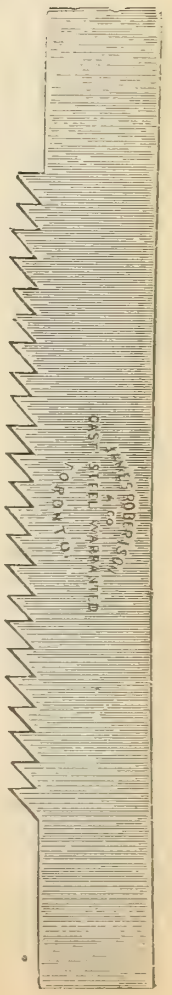

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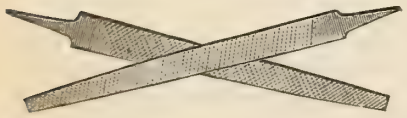

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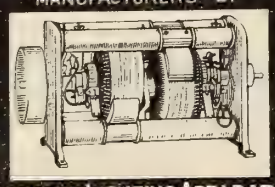
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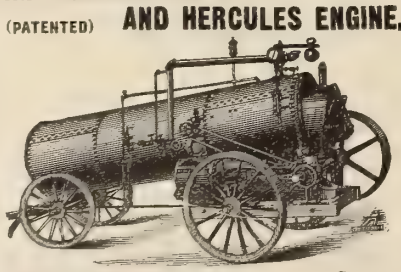

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The above machinery is in first-class order and will be sold in conjunction with the building in which it is placed or separately as may be desired.

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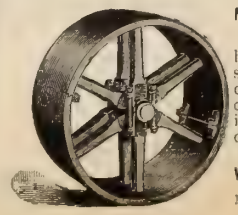

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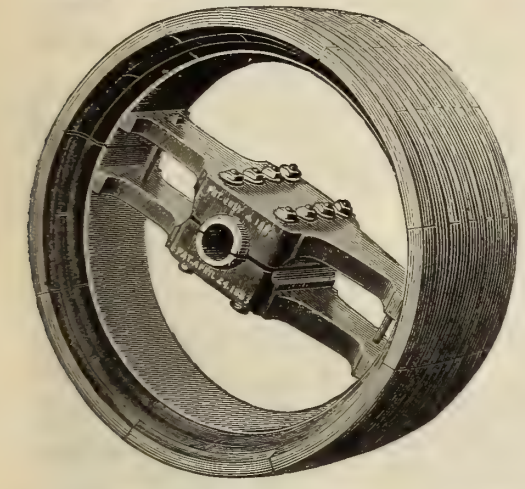
Wood Separable or Split Pulleys



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In Comparing Prices of Pulleys, please note the following :

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3. Every Pulley is guaranteed to transmit from 25 to 60 per cent. more power than an iron with the same tension of belt.
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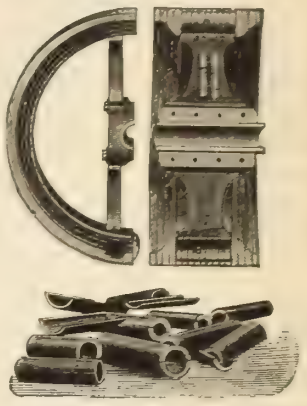

Every Pulley is a Split Pulley.

Made in any size from 9 inches to six ft. diameter with original bores of 3 and 3½ inches, bushings to be used for intermediate sizes ; larger bores to order.

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Wooden Grooved Pulleys for the Transmission of Power by Manilla Rope.

Under the Dodge Patent System from 5 to 500 H. P. State power to be transmitted, speed of shafts, relative position of shafts, distance between shafts, and we can furnish a clear estimate.

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Every pulley will fit 22 or more different sizes of shafting, therefore, 200 of our Pulleys and an assortment of bushings represent as many as 4,000 iron pulleys, a great advantage to dealers carrying stock.

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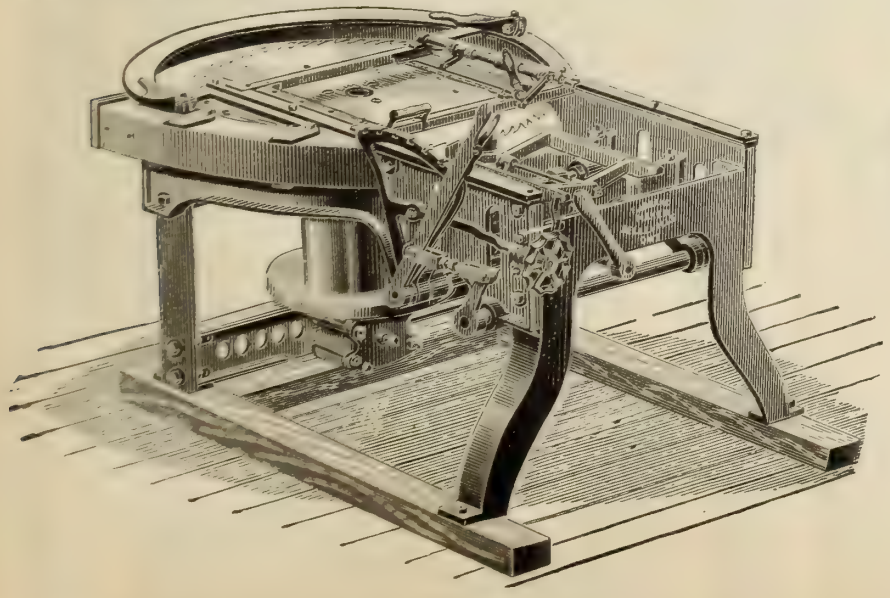
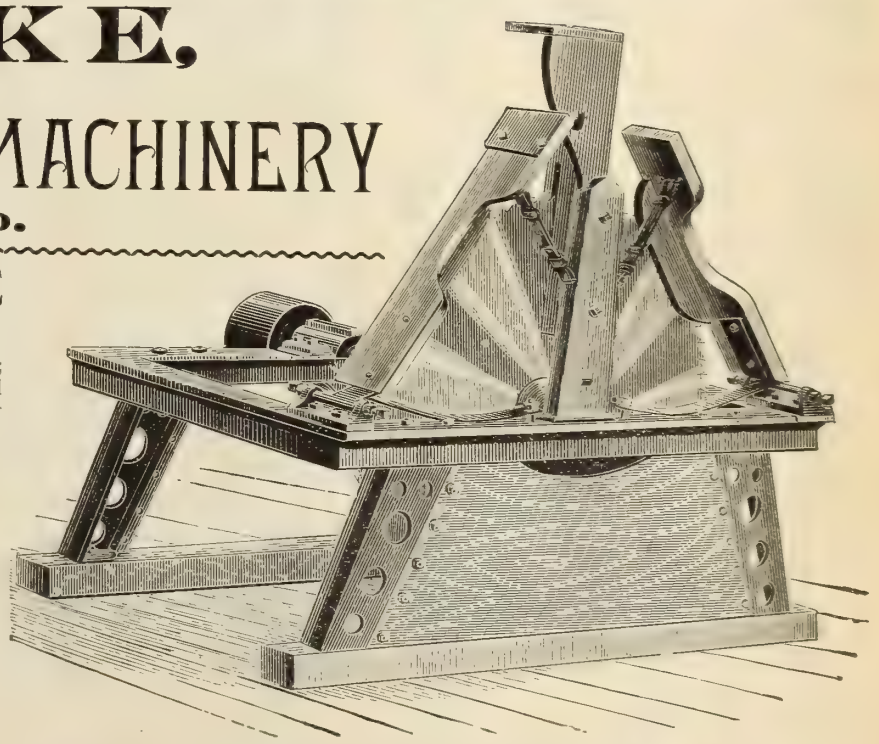
DRAKE'S PATENT DAUNTLESS SHINGLE AND HEADING MACHINE

Capacity from 25,000 to 50,000 per day.

The frame of iron throughout, very heavy and rigid, strongly bolted and braced ; carriage very light and strong, made of forged cast steel saw plate, running on steel ways or tracks ; will take in a block 18 inches wide and 19 inches long, adjustablefor 16 inch or 18 inch shingles.





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With 40 inch saw will make more No. 1 Shingles from the same quantity of timber than any Wheel Jointer in existence.

It has a heavy iron frame made for two operators, two inch steel saw arbor, with extra long bearings ; driving pulley 8 inches diameter, 7 inch face, saw 40 inches diameter, 16 gauge, speed, 1,600 per minute.

Mill men who have once used this machine will not use any other. For capacity, removing sap-knots, rot or any other imperfections, for making parallel shingles and economy of stock, it is superior to any other.

Also manufacturer of other kinds of Shingle Jointers, both self-acting and hand-feed Shingle Machines, Packing Boxes, Drag Saw Machines, Bolters, Stationary and Portable Saw Mills, Double Edgers, Single Edgers, Slab Saw Rigs, Bull Wheel Rigs, Lath Machines, Lath Bolters, in fact a general line of Mill Machinery, with Pulleys, Shafting, &c. Satisfaction guaranteed in all cases. Send for estimates on anything required, and the same will receive immediate attention.

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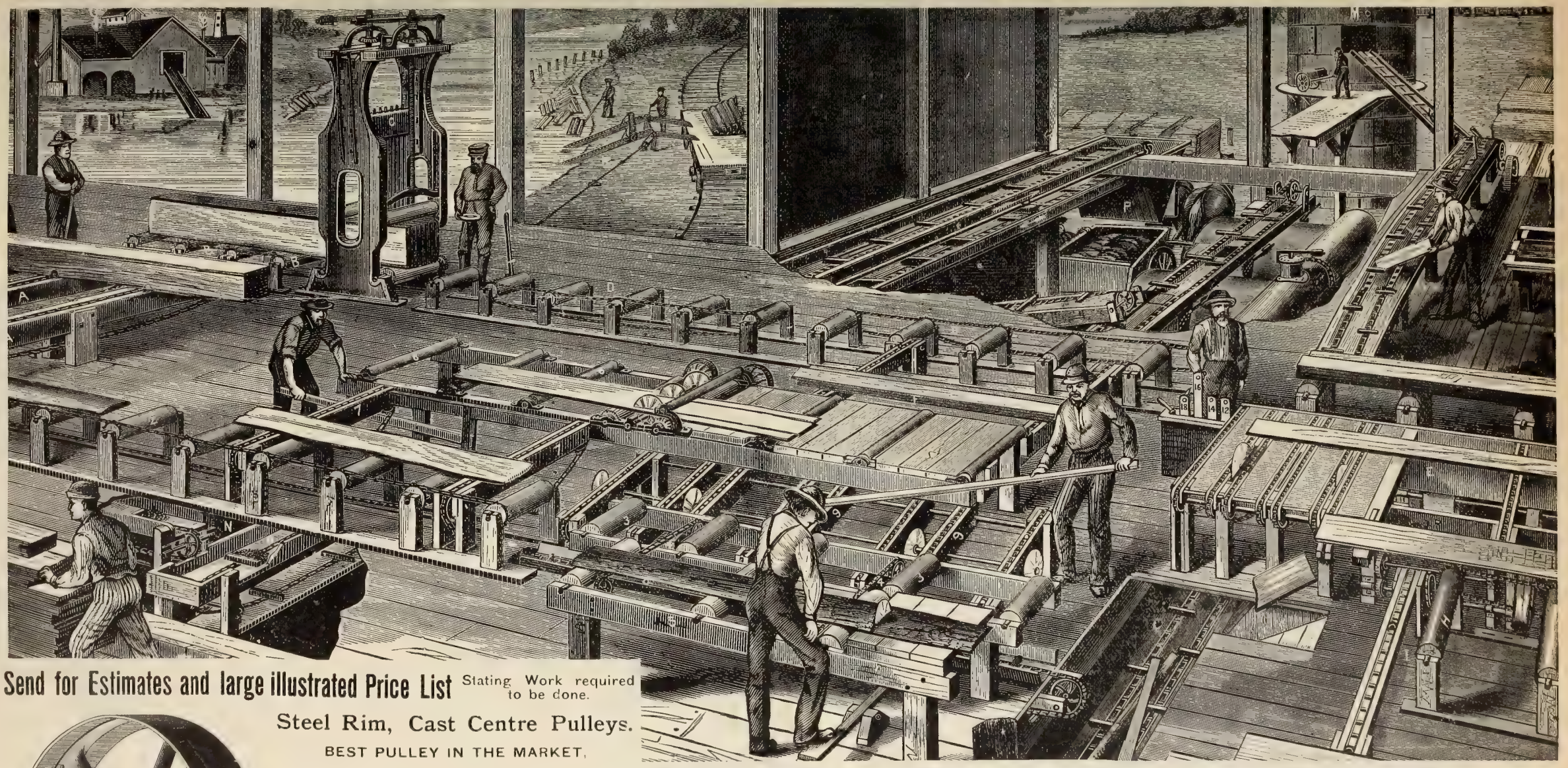
For Conveying and Handling all the Products of the Forest, Farm and Mine.



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Steel Rim, Cast Centre Pulleys.

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Though 25 to 40% lighter than cast pulleys, are stronger, and will transit more power. Saving of weight is made in rim when it is most desirable. Rims cannot be broken or chipped in transit. The pulleys roundness is preserved by the continuous cast iron inner rim.

FURNISHED IN ALL SIZES.

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Steel Rim Patent Friction Grip Pulleys

Furnished for any work and guaranteed instant in action, thoroughly reliable under all circumstances.

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For wood or iron posts, with bearings adjusted automatically to the motion of shaft. Send specifications for our best prices.

Waterous Engine Works Co.

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Winnipeg, Manitoba.

THE CANADA LUMBERMAN.

VOLUME XI.
NUMBER 7.

TORONTO, ONT., JULY, 1890.

TERMS, $1.00 PER YEAR
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THE CANADA LUMBERMAN
PUBLISHED MONTHLY BY
ARTHUR G. MORTIMER,
OFFICE:
RICHMOND CHAMBERS, 11 AND 13 RICHMOND STREET W.
TORONTO, ONTARIO.

TERMS OF SUBSCRIPTION:

One Copy one Year, in Advance, - - - - - $1.00
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THE CANADA LUMBERMAN is published in the interest of the lumber trade and of allied industries throughout the Dominion being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion of them by others.

Especial pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world so as to afford to the trade in Canada information upon which it can rely in its operations.

Special correspondents in localities of importance present accurate report not only of prices and the condition of the market but, also of other matters specially interesting to our readers. But correspondence is not only welcome but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way effecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the truth. Any items of interest are particularly requested for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN with its special class of readers is not only an exceptionally good medium for securing publicity but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements which will be inserted in a conspicious position at the uniform price of 15 cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for three successive issues or longer.

Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade or specially interested in it, who should not be on our list thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

A NUMEROUSLY signed petition has been presented to the city council of Ottawa asking that measures be at once taken to prevent the erection of planing mills or the establishment of lumber yards in the thickly inhabited portion of the city, where they are likely to prove a standing menace to life and property; as it is claimed the piling of lumber in a neighborhood not only increases the danger of fire, but it reduces the value of residential property, and increases the insurance charges upon property.

A BILL to regulate the management of lumber rafts upon the great lakes and connecting waters has been introduced into the House at Washington. It provides that lumber rafts shall be limited in length to 550 feet, and that not less than two tugs shall be employed in handling each. The buoys that have been dragged from their places are to be restored and proper lights are to be carried. Heavy penalties are prescribed for violating the provisions of the bill.

A REPRESENTATIVE of THE LUMBERMAN paid a brief visit to the R. H. Smith Saw Co., of St. Catherines recently, and found that well-known establishment full of work and experiencing some little difficulty in keeping up with orders. A ramble through their important works was made particularly agreeable through the practical and courteous manner by which the junior Mr. Smith explained the various appliances and modes adopted in the manufacture of saws. Suffice it to say that our representative left in the best "temper" possible, and "saw" enough to satisfy himself that the Smith Co. were doing a prosperous trade.

IN support of the statement that the season in the lumber trade is very quiet this year, and promises to remain so, the Ottawa *Journal* quotes Mr. E. H. Bronson as saying that "the contracts for the season's cut made this year are not nearly as heavy as usual, nor up to last year. The output at the mills will not be as heavy either. Neither Perley's, Pearce's, nor ourselves will run the June night gangs, or work as late in the season. Taking it altogether, the cut will be some seventy millions less than last year."

IT IS by no means certain that the McKinley Tariff Bill will become a law, as the Republicans are not united on the measure, and with the determined opposition manifested to it by the Democrats the indications are that the measure will be defeated. Mr. Blain is reported as having denounced it as the most dangerous, if not the most infamous, measure that was ever concocted by any party, and in doing so he only expresses the President's views as well as his own. Mr. Vincent's resolution in the British House of Commons, to the effect that it is not deemed expedient to admit manufactured goods into the country free of duty, when a foreign nation imposes a prohibitive tariff to keep out the goods from another country, may have had something to do with bringing about this change of front. The imposing of a high tariff in Britain on American productions would be a terrific blow to the manufacturers of many kinds of goods in the United States. The Republicans may ultimately find out that their little tariff game is a game which more than one country can play at, and that there is such a thing as carrying this tariff question a little too far.

A REPORT of Consul E. L. Baker from Buenos Ayres, South America, has recently been made public by the state department at Washington, in which the consul gives figures showing the precise condition of the lumber market, &c. In regard to the lumber trade at that point he says: "Arrivals of lumber at Buenos Ayres from Brunswick, Pensacola, Montreal, Portland, Boston, Quebec, Fernandina, Halifax, St. Mary, Calais, Wilmington, Canada, &c.: in 1888, 108,112,811 feet; in 1889, 136,750,600 feet. Part of these arrivals went up the river. The stock of lumber at present lying in the "barracas" of the Riachuelo is considerable. The cargoes recently sold are as follows, and show the actual state of the market:

White Pine.	Per 100 meters.
No. 2	$165 to $175
No. 5	145 to 147
No. 7	115 to 120
No. 8	100 to 102
Salado	90 to 92
Spruce	92 to 94
Pitch-pine	41 to 42

The price of white pine in gold will be found by multiplying the above quotations by 44½ cents, the present value of the Argentine paper dollar."

THERE are good indications of much business activity in Western Canada, and there are signs that the present year will be one of great progress. Lumbering, mining, railway building, and many industries dependent upon them appear to be in a flourishing condition. The prospects for good crops are excellent, and unless signs fail, the season will be a renumerative one for the agriculturist. It is stated on good authority that between five hundred and a thousand miles of rail, and perhaps more, will be laid in the country from Lake Superior to the Pacific, and it is probable that the line to Hudson Bay will be built in the near future. The greater part of the railway building will be through settled districts, connecting with roads which are extending their lines, all of which are stretching out for the great Saskatchewan country, which has long been awaiting such improved facilities. The advancement of a country causes a great increase in the timber industry, and it is especially noticeable in the Lake of the Woods district, where immense areas of fine timber have recently been added to the already large supply, and the indications are that the output of the saw mills in the district will be larger than ever before known.

AT the annual meeting of the shareholders of the Canadian Bank of Commerce, the general manager, Mr. B. E. Walker, in reviewing the business of the past year made the following remarks in regard to the condition of the timber and lumber trade: "The winter operations in connection with the timber and lumber trade have been carried on without undue cost, but under the disadvantage of unsteady weather and considerable illness among the men in the woods from the prevailing epidemic. As a whole, logs must have cost somewhat more than in ordinary years. There has been no difficulty in driving, and the mills will be plentifully supplied. In fact, notwithstanding the curtailment in production last winter, we must hope there will also be a reduction next winter, as it is clear that in many respects the market is not what it has been the past few years. The market in the United States is fairly satisfactory, but the fears expressed a year ago regarding the South American market have been realized, and, what with strikes and a smaller volume of building operations at home, prices are barely sustained and sales are not so easily made as could be desired. In this connection it is a satisfaction to notice that the production of pine saw logs in the Ottawa district for 1889-90 (including a smaller stock carried over than usual) is slightly below the average of nine years past. The cut in other localities is also considerably reduced as compared with that of two years ago, so that the trade in lumber is still in a healthy condition, if not so positively prosperous as heretofore. We are not interested to any extent in the square timber trade and have no special knowledge concerning it, but it seems clear, that tempted by the high prices of late years, manufacturers have overproduced, the output in the Ottawa district being 60 to 70 per cent. higher than the average of the last nine years."

THE way the timber goes is a caution. The question of forestry is one of wide interest to those who have given the subject thoughtful consideration; but the uninitiated have but little idea of the great destruction of forests on this continent which has been going on for years by lumbermen, and by fires which frequently follow in their wake. Mr. William Little recently addressed a printed letter to the President and Council of the Montreal Board of Trade on the forestry interests of Canada, which is an elaborate and forcible plea against the rapid destruction of our timber which has been going on for many years. The facts presented by the writer of the letter in question, bearing upon the reckless cutting of timber in the United States, are positively astounding. A few of the statistics presented will be sufficient to give the general reader an idea as to the extent which this destruction has been carried on. Land covered with wood growth in the United States, 450,000,000 acres; extent cut over annually, 25,000,000 acres; wood and timber cut of all kinds annually, 24,000,000,000 cubic feet, valued at $1,000,000,000; timber lands owned by the government, 70,000,000 acres; value of timber stolen within seven years, $36,719,935; saw mill capacity of the United States,

60,000,000,000 feet. We make the following quotation from Mr. Little's letter: "Less than twenty years ago I visited nearly all the saw mills between here to, and including, Quebec, and nearly all the mills along and on the tributaries of the St. Lawrence were sawing almost exclusively white pine saw logs, while at present the few which still remain are confined almost entirely to cutting spruce and hemlock, much of this even of an inferior grade. And the logs now sawn at the Ottawa mills will not turn out over sixty per cent. of their stock into grades better than culls. And the rafts of superior pine that ran 80 to 150 feet average (about twenty-five years ago I myself took a raft to Quebec of 158 feet average) now run from 50 to 80 cubic feet average. I have already said that the present annual production of sawn lumber in the United States would load a train of cars 25,000 miles long, or long enough to encircle the earth, and I fancy some will be surprised at such figures; but it is figures like these that force all who will reflect on the matter, to use expressive adjectives whenever treating of its importance; but this sawn lumber is only a small part of forest freight, there are still all other forest products; and when we add timber for railway and fencing, mining and export, round and hewn timber, we have our train loaded 72,000 miles; and if to this we then add the firewood, etc., amounting alone to 216,000 miles, we have a total train of 288,000 miles in length, or more than enough to reach from the earth to the moon, still leaving our lumber train encircling the earth with 23,000 miles of a train to spare!—its weight alone, if green, over five hundred million tons, or enough to load five hundred thousand (500,000) ships of one thousand (1000) tons each! The whole of these timber products handled annually by the American workman, not only shows what a mighty weapon is the axe in the hands of the skillful chopper, but leaves all other agencies—whether of fire, flood, or tempest—so completely in the rear, that in the race of destruction they may be said to be practically 'nowhere.'"

THE Pine and Hardwood inspections, as published in THE LUMBERMAN last month, have been submitted to the Toronto Board of Trade for approval and finally adopted. It is to be hoped that these rules for the inspection of lumber will not alone be taken advantage of by the members of the lumber section of the Board of Trade of this city, but that they will become generally recognized by the whole lumber fraternity of the country.

THERE can be little if any doubt but the fears of many United States lumbermen that Canada would increase still further the export duty on Canadian logs, and thereby render the timber lands they have secured in the Dominion comparatively valueless, had much to do with the Senate's fixing of the lumber duty at such a moderate figure. In the question of lumber duties Canada at present holds the big trump card, and it is to be hoped that it will be played in the interests of freer trade intercourse on this continent.

HOLDERS of Canadian timber limits appear to have unlimited confidence in the future prospects of a rise in stumpage, which is evidenced by the fact that while many operators, especially in the Georgian Bay district, are making comparatively but little money at the present time in manufacturing lumber, they nevertheless place a value on their limits which but a short time ago would have been considered exorbitant in the extreme. There is no disputing the fact that the holding of our timber lands for future rise in values will bring greater returns than the lumber now cut from them.

THE condition of the lumber trade throughout Canada remains practically unchanged. The local trade in the cities shows no signs of immediate improvement, nor is it likely to until after the harvest. The strikes in Toronto, which materially affected trade in this line, are now fortunately over, but lasted long enough to impede building operations to a considerable extent. The uncertainty regarding the proposed reduction in the lumber duty by the United States Congress is also militating for the time being against our exports to that country. Until the fate of the McKinley tariff bill is known our shipments of lumber to the United States will be much reduced in volume, as holders of stock naturally desire to benefit by any reduction in duty which may be decided upon. The mills throughout the country are now in full swing, and while the output in the aggregate will not be as large as last year, stocks will be quite equal to the demand. Middlemen have not as yet done much in the way of stocking up for the fall and winter trade, and as a consequence mill men have disposed of but little of this season's cut.

THE crown timber agent for British Columbia in his recent report states that inquiries have been made by both eastern Canadian and American lumbermen, with the view of establishing extensive mills in the province, and that he was pleased to be able to state that as a result of these inquiries James McLaren, of Ottawa, and the Ross family, of Quebec, have erected on the Fraser river the largest mill in the province, being 75x450 feet, with a cutting capacity of 250,000 feet daily. This has stimulated Canadian and American capitalists, many of whom have their advance guards looking after limit and mill sites. In his last report he had mentioned that the Douglas pine and cedar have already found sale at remunerative prices in the markets of China, Japan, Australian colonies and South American states, and he was now enabled to say that since that time several cargoes of these woods have been shipped to Great Britain, by way of Cape Horn, and notwithstanding an excessive rate of freight found ready sale at prices which warranted further shipments. There was every reason to look forward, at a very early day, to an immense expansion of the lumber trade of the province, the timber of the Rocky, Selkirk and Gold ranges of the Rocky mountains finding their way to the great northwest prairies, the wheat fields of the world, while the lumber manufactured from the timber growing nearer the coast will chiefly go to the other markets mentioned above.

The *Northwestern Lumberman*, in its usual lordly style, criticizes the recent utterances of Mr. Little, of Montreal, on the international lumber question, which appeared in the last number of this journal. The language used is characteristic of the journal in which it appeared, and while no point has been made against Mr. Little, the item is a fair index of the one-sided policy adopted by the press of the United States on all questions affecting commercial relations between the two countries. If our contemporary thinks it can pick up the gauntlet and discuss this question with our correspondent it has a perfect right to do so, but Mr. Little is "loaded" on the tariff question and will not easily be ousted from the field.

HENRY M. STANLEY says the late journey of himself and comrads for the relief and rescue of Emin, the Governor of Equatoria, extended over 6,000 miles in length, and occupied them 987 days. Five hundred of these days were passed in the Central African forest, and for 487 days they pursued their journey through grass lands. They travelled 1,670 miles through the great forest of Equatorial Africa, which was 621 English miles in length, and its average breadth was 517 miles, which made a compact area of 321,057 square miles. This enormous tract was overgrown with trees varying from 20 ft. to 200 ft. in height, so close together that the branches interlaced one another, and formed a canopy through which the sunshine could not penetrate. The sun might scorch and dazzle overhead, but a little speck of white light flickering here and there was all that revealed the fact to the traveller in the dark, impenetrable forest.

THE North Tonawanda Lumbermen's Association of Tonawanda, N. Y., held a meetting June 10th, to discuss the McKinley tariff bill so far as it affects lumber. The leading Tonawanda dealers were present, as also the Hon. John Charlton, member of the Canadian parliament. After discussing the matter at great length it was voted that a telegram as follows be sent to Senator Hiscock at Washington: "A difference of opinion exists as to whether duty on lumber should be reduced to $1 or $1.50 per thousand. A majority favors $1. But we are unanimous on the conditions of adding the entire Canadian export duty on logs to our import duty on sawed lumber. The Canadian government has power to remove the export duty by orders in council, and can act immediately without consulting the parliament." Mr. Charlton said that the Canadian government was willing to make all reasonable concessions in regard to the export duty on logs, and in fact, stood pledged to reduce it if the United States made an equivalent reduction. That, however, is one of the things that goes without saying, as the space writer is prone to remark. This country certainly would make no reductions that would not be met by Canada. Mr. Charlton had been to Washington to feel the popular pulse on the lumber question, and had found that a strong effort was being made to secure absolutely free lumber, and it was his opinion that a compromise would have to be effected, and he thought that $1 would be the rate finally settled upon. Of course, so far as protecting the interests of American mill men who desire to saw the timber bought in Canada in mills on this side the line, this difference of 50 cents in opinion on what the import lumber duty shall be, cuts a small figure. It is the addition of the log export duty to the lumber import duty which they need to bring about.

SPLINTERS.

A DEMAND of assignment has been made on Smith, Wade & Co., of Quebec, at the instance of the Union Bank of Canada, on a claim of $25,000, but the assignment has not yet been made.

* * *

THE Kirby Carpenter Co., of Menominee, Mich., have just placed their order with B. F. Sturtevant for three Standard Dry-Kilns. These kilns will dry 22,000 feet of 1 inch pine per day.

* * *

SEVERAL lumber firms in Tonawanda, N. Y., have recently gone into the business of handling Canadian lumber, and quite a trade is being done at that point in the Canadian product.

* * *

THERE is an increased demand in the Eastern States for Canada grey elm. It is rather soft wood and will not warp, and is used for furniture, imitation walnut. It usually sells for from $18 to $20 on cars at Buffalo.

* * *

THE monthly statement of exports shows the value of the goods exported from Canada during May to be $6,756,724, of which $2,041,095 were products of the forest. This is an increase on the total exports of $200,000 over May last year.

* * *

THE Dominion government has approved of the tariff and tolls to be charged by the Sable and Spanish Boom and Slide Company, of Algoma, on saw logs, timber and lumber passing through the booms and other works on the Spanish river.

* * *

WE call the attention of our readers to the advertisement of the Scottish Carolina Timber & Land Company in another column, announcing the postponed date of auction sale, giving all purchasers time to examine the properties. Sale to take place Wednesday, Aug. 6th, 1890.

* * *

A PROMINENT Ottawa lumberman is authority for saying that the prospects are very black for the lumber trade this summer. Thirteen feet of pine against eight feet last year have been made. Freights will come down and the English market will be glutted, causing a falling off in the prices.

* * *

THE Tariff bill has been reported by the Senate Finance Committee to the Senate with the reasons of the committee for recommending its proposed changes in the bill as it passed the House. The committee has changed the tariff on pine lumber from $1.50 to $1.00 per M., at which figure it is likely to remain, provided the bill becomes law.

THE arrivals of hewn timber in Britain from Canada during the month of April, were larger by £1,048 than in the same month last year, but those of sawn timber show a reduction of £45,032. The imports for the four months ending April 30th were, hewn £5,803 against £13,176 same period last year, and sawn £67,784 against £136,837 same period in 1889.

* * *

FINDING that the quarters allotted the CANADA LUMBERMAN in the Yonge street Arcade were altogether inadequate to the wants of our business we have found it necessary to remove to larger premises. We are now permanently located in the Richmond Chambers, 11 and 13 Richmond street West, where we shall be pleased to welcome all members of the lumber trade and others who can favor us with a call.

* * *

THE Skillings, Whitneys & Barnes Lumber Company of Boston, Mass., has bought what lumber Messrs Hall & Buell now have in their yard at Tonawanda, N. Y., together with the good-will of said firm, and has assumed their lease of wharf property and piling ground, and will continue the lumber business as heretofore with this addition. The capital stock of this company has been increased to $1,000,000.

* * *

IN the matter of Smith, Wade & Co., Quebec, Mr. Justice Routhier has dismissed their demurrers and pleas in objection to the Bank's answer. Further, the learned judge, with the concurrence of his colleagues on the Bench, stated that he was satisfied that the proceedings taken by the firm were erroneous, and that he was without jurisdiction, thus maintaining the Bank's answer to this effect. The firm will appeal.

* * *

IN February last the Menasha Wooden Ware Co., of Menasha, Wis., placed an order with B. F. Sturtevant, of Boston, Mass., for a Steam Hot Blast apparatus for 20 "Tower" dry kilns. These kilns are of novel design, there being only one other plant of the kind in the United States, and are drying their green staves in from 3 to 4 days. They are so well pleased with the results obtained that they have placed a duplicate order for 20 more kilns, doubling their capacity.

* * *

NEIL VAN DORMAN, of Fresno, Cal., and ten skilled workmen are now engaged in getting out the World's Fair big tree, a section of a redwood tree. This will be the largest section ever removed from California. The tree is located at the mammoth forest fifty-two miles east of Tulare, at an altitude of 6,325 feet above the sea level. The tree measures 99 feet in circumference, making it 33 feet in diameter. It will require three flat cars for its transportation, as the total weight will not be less than 65,000 pounds.

* * *

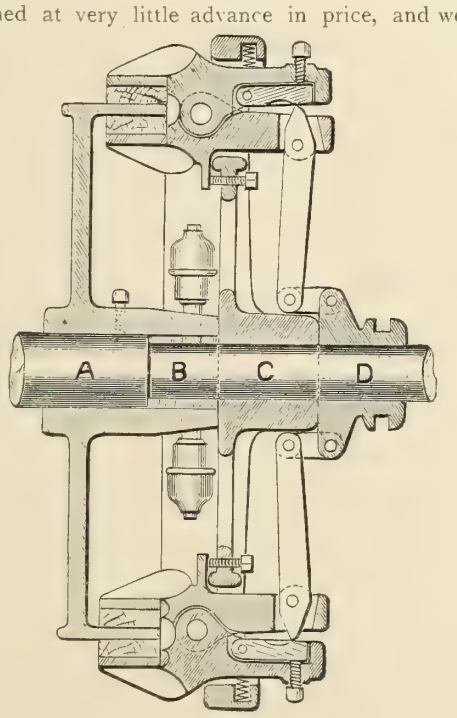
A CHANGE of advertisement for the Dodge Wood Split Pulley Co. has been received too late for the present issue, a fact which is to be regretted inasmuch as it has especial reference to saw mill men. This company direct particular attention to their patent rope drive system which is now in use in many of the leading mills and factories throughout the country, and is proving an unqualified success. Estimates are given on drives for any power or at any angle. Among the principal users of the rope transmission are: J. R. Booth and Perley & Pattee, Ottawa; The Rathbun Co., Deseronto; and the Brunette Saw Mills Co., New Westminster, B. C.

BRITISH COLUMBIA TIMBER.

A New Brunswick gentleman, who has recently been inspecting the timber forests of British Columbia, gives a glowing account of the timber resources of that province. He says that when about 100 yards from the shore he measured two cedars. One was 53 feet in circumference, the other 37 feet. He measured one fir 33 feet, and one spruce 16 feet in circumference, and strange to say, the spruce grew on top of a cedar windfall that was five feet in diameter, and yet sound and firm. These all grew within a radius of 100 feet. He turned over a fir knot that had doubtless lain for years. It measured 33 inches in circumference. He had seen mill men in New Brunswick make merchantable deals out of smaller logs than that knot. The trees grow from 250 to 300 feet high, sometimes running 100 feet without a limb. There is a tree within the city limits that was felled two years ago, and part of it still lay on the ground, that was nine feet in diameter at the butt, at 100 feet from the butt five feet in diameter, and at 200 feet, 25 inches in diameter. Trees of this kind are common. Three years ago there were shipped from Vancouver four sticks of timber, each 95 feet long (squared 48 inches,) squared up to a proud edge. They were for the Panama canal. A few weeks ago there was sawed in the Hastings mill one tree that made 27,000 feet—about three car loads. Any carpenter can figure that out, and he will find that one tree made sufficient lumber to build a house 40 by 50 feet square, and two and a half stories high and finish it inside and outside. People ask how it is that timber on the Pacific coast grows so large. He knew of only one reason; it is a simple fact that the trees have twelve months out of every year to grow. Three hundred and fifty thousand superficial feet have been taken off a single acre. A prominent mill man told him that the logs in his boom averaged each 2,000 feet. It takes about 26 New Brunswick logs to average that amount of lumber. He saw three cows lying down, leisurely chewing their cud, all inside a hollow stump, and they were not crowded by any means.

FRICTION GRIP CUT OFF.

In this friction grip cut off the shaft that is cut from the driving shaft carries all the mechanism of the cut off, the cut off proper only revolves when brought into contract with the friction pulley, keyed to the driving shaft "A." This cut off coupling is nothing more or less than our friction grip pulley with the one exception that it has no belt rim to it, but this belt rim could be attached at very little advance in price, and would



make the pulley on coupling if desired. The friction grip pulleys have been furnished to the Cookshire Mill Co., of Cookshire, Que.; the Riorden Paper Mills, of Merritton; the Wilson Paper Mills, of Lachute, and Martin, Mitchell Elevator Co., West Lynn, Manitoba, and are all giving the best satisfaction. Manufactured by the Waterous Engine Works Co., (Ltd.) Brantford, Ont., to whom all communications should be addressed.

LEARY COMPLETES ANOTHER RAFT.

Considerable interest is being manifested in and around St. John, N. B., in the latest experiment of James D. Leary, of New York, the man who has achieved a considerable amount of notoriety through his efforts to float extensive rafts of lumber from Joggins, N. S., to New York, the last of which was successful.

Mr. Leary has purchased 30 square miles of timber land near the St. John river, in Queens county. It is not heavy timber but such as can be used for piling. It would not be worth cutting for any other purpose, as it consists of a poor quality of pine, with spruce, hackmatack and fir. Mr. Leary conceived the idea of towing this piling to New York in rafts, and ex-U. S. Consul Murray of St. John, joined him in the enterprise. The lumber was put together in cribs and 17 of these cribs are now in St. John harbor, having been floated down the river last week. Two ocean tug boats arrived from New York yesterday, and to-morrow the start for New York will be made.

Each of these cribs is from 50 to 80 feet long, 40 feet wide and over 9 feet deep, containing over 500 pieces of piling. The 17 cribs contain nearly 9,000 pieces of piling, or about 17 small schooner loads. It is said there is $30,000 worth of timber altogether. In the cribs the piling all runs lengthwise, and each one is bound around by six wire cables, which were hauled taut by means of a donkey engine. A chain cable of 1 7-8-inch wire runs through the center of all the cribs and connects them together. About seven feet of sea room being allowed between each two. It is estimated that when the two tugs are fastened to the tow, the distance from the foremost tug to the hindmost crib will be about 3,000 feet. It will, in fact, be a long series of rafts, each slightly oval shape, and will trail along like a huge sea serpent. The trip to New York will take about 10 days. Some persons are of opinion that the rafts will not stand a heavy sea, while others—and these, of course, include Messrs. Leary and Murray—declare their confidence that no trouble will be encountered. Should the trip be made in safety, there will of course be a very large saving in freight, as much, one gentleman well versed in lumber matters declares, as $8,000 on the amount of timber in these cribs. Should the scheme succeed, other rafts will follow, and in fact other cribs are now being constructed up river. Mr. Leary will use most of his tow in crib work along the water front of the Astor lands on Harlem river, where he has a heavy contract. There is an unlimited supply of that sort of timber to be got in this province if there should be a demand for it. A good deal of piling is shipped hence to United States every year by schooner, and a number of schooners are now either loading or on their way to New York. Naturally these people do not look with favor on Mr. Leary's scheme. Six or seven years ago Mr. Murray had some piling towed to New York, but no such extensive scheme as this has ever been undertaken here or elsewhere.

OUR TIMBER EXPORTS TO BRITAIN.

The following cargoes of Canadian wood have been reported at various United Kingdom ports since May 3rd.

AYR—Siddartha, Halifax, 16,361 deals.

BELFAST—Kate Burrill, St. John 20,808 pcs. sawn fir.

BEAUMARIS—Svalen, Darien, 171 pcs. hewn fir, 365 pcs. sawn fir, 93 deals.

BRISTOL—Ontario, Montreal and Quebec, 300 cases splints.

DUBLIN—Sognadelen, Halifax, 161 pcs. birch, 1,217 birch planks, 16,314 pcs. spruce.

FLEETWOOD—Southern Queen, St. John, 20,569 deals.

GLASGOW—Alcides, Halifax and Baltimore, 21 walnut logs, 473 pcs. oak lumber, 4,424 staves, 147 w. o. planks. Warwick, Montreal, 898 pcs. oak lumber. Hibernian, Montreal, 171 pcs. maple, 120 deals. Circe, Montreal, 2,372 oak planks. Canadian, Montreal, 17 logs timber, 2,876 deals. Sarmatian, Montreal, 15,643 deals.

LIVERPOOL—Catherine, St. John, 21,274 deals and battens, 11 scantlings, 2,323 deal ends. Truro, Halifax, 19,082 spruce deals, 912 spruce deal ends, 4,548 birch deals, 427 birch deal ends. Haima, Halifax, 21,703 spruce deals, 1,050 spruce deal ends, 134 birch deal ends, 1,459 birch deals. Lake Ontario, Montreal, 4,076 deals, 2,411 boards. Lake Nepigon, Montreal, 372 deals, 17,807 boards, 1,859 maple blocks. Sardinian, Montreal, 12,232 deals, 6,786 boards. Oregon, Montreal, 19,320 deals, 1,322 maple blocks. Polynesian, Montreal, 14,182 deals, from Quebec, 320 cases splints. Lake Winnipeg, Montreal, 12,253 boards, 4,072 deals. Earl Burgess, St. John, 51,681 deals, 1,950 scantling. 6,211 ends, 1,009 boards. Bella, Halifax, 15,634 deals, 1,041 ends, 50 boards. Fearnought, St. John, 36,441 deals, 26 scantlings, 5,806 ends. Dominion, Montreal, 8,693 deals, 3,236 boards, 4,622 maple blocks. Lake Superior, Montreal, 8,355 maple blocks, 22,644 pcs. lumber, 271 boards, 234 deals.

LONDON—Damara, St. John's, 100 stds. deals, from Halifax, 7½ stds. birch, 125 crts., 71 bdls. moelds, 475 doors. Grecian, Montreal, 8,077 deals. Vedra, Montreal, 48,012 deals, 8,075 ends.

SLIGO—Frederica, St. John, 17,581 deals and ends.

WHITEHAVEN—Vidfarne, St. John, 14,522 deals and battens, 1,355 deal ends.

THE NEWS.

ONTARIO.

—All the saw mills at Rat Portage are now running.

—H. A. Patterson & Co., lumber dealers, Chatham, have sold out.

—J. H. Flanagan has started to manufacture shingles at Port Arthur.

—Thomas Robins' shingle mill, Wyebridge, is closed down for repairs.

—Coulon's mill, at Little Current is turning out about 86,000 feet a day.

—Trenouth's shingle mill, at Fawkham, is turning out a large amount of shingles.

—Mr. John Knight, of Douglas, is going to work a sawmill at the Fourth Chute.

—Mr. J. H. Flanagan, has started the manufacture of shingles at Conmee's mills.

—The total lumber cut on the Gatineau section is about one-third less than last year.

—Messrs. Holden, of Belleville, have purchased the Feeney shingle mill at Moira lake.

—A toll of 8 cents per cord is to be imposed on pulp wood coming out of the Gatineau boom.

—Mr. P. Payette, Penetanguishene, has obtained a patent in the United States for a saw mill dow.

—The Rathbun Company's drive of saw logs down the Moria will amount to over 200,000 pieces.

—The logs on the Kippewa are mostly out of the bush, and the drive is being pushed as rapidly as possible.

—Men are being hired already for next winter's work in the woods. The wages are said to be about the same as last year.

—The Minnesota & Ontario Lumber Company's mill at Norman, which was shut down for want of logs, is running again.

—L. Secback, of Carlingford, is busy cutting, having obtained a fair stock of logs. He is cutting mostly hemlock and spruce.

—Governor's Bay is alive with cribs of timber and the men working on them. Some three hundred cribs are being made into rafts.

—R. H. Smith and J. Clark have secured a five years' lease of the foundry at Tilbury Centre, and will convert it into a planing mill.

—The movement in Shingles at Severn Bridge has been lively during the past spring. There are no stocks on hand worthy of mention.

—The Rainy River is jammed with logs and navigation is for the time being closed, and will remain so until the Boom Company get the logs sorted.

—On the government boom, near Leamy's lake, work is now at its height. Rafts are being made and logs sorted and put in tows, ready for transit.

—Mr. M. L. Russell's drive of 2,000 cedars has arrived at the boom at Renfrew. They are for telephone poles and will be shipped to Wales, Ont., to Croil & McCulloch.

—Messrs. R. Henderson & Co's drive is out of McDonald Creek, and will be into the Ottawa in a few days. A. Lumsden's square timber from Gorden Creek is being run to Des Joachims.

—Messrs. Bronson & Weston are using their new line from the Chaudiere mills to their piling grounds in Stuarton, which is now being exclusively used for lumber to be shipped by rail to American buyers.

—A large raft of white pine, said to be of excellent quality, belonging to Messrs. Bishop & Kemp, recently reached Ottawa. The timber was made in the country around the mouth of the Madawaska river.

—Lumber shipments from the vicinity of Ottawa have been very brisk of late. A large number of American boats are in constant waiting to load at the Chaudiere docks and Bronson's piling grounds at Rockcliffe.

H. W. Petrie, of Brantford, has just put in an engine and boiler in the *Banner* office, Dundas, which is giving every satisfaction. Mr. Petrie has a reputation for putting in first-class machinery, and the sample put in here fills the bill.

—Hurdman's drive is very backward this season, and it is estimated that over one hundred thousand logs have yet to be taken out of the Mississippi for the firm which, however, took out more timber last winter than in the season previous.

—Thistle & Co.'s large raft of one hundred and eighty cribs, which was anchored in the bay near Rockliffe, started June 16th for Quebec. It was in tow of the steamer Vermont. Hurdman & Co.'s raft left the same day for the Ancient Capital.

—The Rathbun Company, of Deseronto, has received an order for furnishing the frames, sash, storm sash, blinds, doors and inside finish for sixteen dwelling houses to be erected in Quebec city. All this material must be delivered by July 1st.

—H. W. Petrie, of Brantford, has sold and recently shipped two outfits of machinery for cheese factories, one for the Q'Appelle Butter & Cheese M'f'g Association, Q'Appelle, N. W. T.; the other for the Palmerston Cheese Co., Palmerston, Ont.

—The mill men and other business men of Burk's Falls are seeking aid to build a spur from the present station to the saw, shingle and planing mills, and other important industries, and to connect the river navigation with the Northern and Pacific junction.

—Mr. J. H. Gordon, of Mutchmor & Gordon, Ottawa, has received a judicial order authorizing him to sell the stock of N. E. Cormier, of Aylmer. This consists of mills, timber limits, horses and carts, etc. The sale will probably take place early in July.

—The Chisholm Timber Limit Company accuse N. M. Campbell and Alexander Fraser of trespassing, cutting and removing timber from their reserves in Northern Ontario. The company took action against the two named for $2,000 damages for the trespass and acts of the alleged timber poachers

—Mr. Hugh McDonald, agent for J. R. Booth on the Temiscamingue river, reports a fair winter's work accomplished in the bush and a splendid spring for driving purposes, the water being a most favorable height. Between 70,000 and 80,000 logs were taken out and are now all in the Ottawa river.

—A large amount of timber has been taken out on the Du Moine river during the past winter. A raft belonging to the Hawkesbury Lumber company, containing 106 cribs recently passed down the Ottawa, and another is on the way. Maclaren & Edwards also have a big lot of timber coming down from the Du Moine.

—A raft of 181 cribs, 4,387 pieces, passed Britannia on the 10th ult., having come from the prolific Petewawa, 100 miles from the Rock Farm. The timber is the property of Thistle, Carswell & Francis and is very fine, reaching 50½ feet average. The limit upon which the timber was cut was bought 21 years ago for $50,000 and since the purchase 16 rafts have been taken therefrom, value probably $300,000.

—The Orillia *Packet*: Among some of the larger shipments from Midland and Waubaushene to the States, during the past week, coming to the notice of the United States Consul at Waubaushene, were :—600,000 feet of lumber by one firm; 950,000 feet by another; 650,000 feet by another, and 550,000 feet of lumber and 3,000 tons of ice by another. A lively business is being done all along the line.

—The rise in the Rainy River and its tributaries will enable the lumbermen in the Lake of the Woods district to get all last year's cut out, which were "hung up" owing to low water, and they have also been enabled to get all of this winter's cut, so that a majority of the mills have now a two years' supply of logs which within the next month will be in the booms at the mills. All the mills are preparing for making large cuts.

—The three mills at Byng Inlet cut more lumber than any other town on the Georgian Bay. One of these is operated by Burton Bros., of Barrie, the other two by the Georgian Bay Lumber Company. They cut annually 40,000,000 feet of lumber, which represents a market value of $450,000, which is quite a large income for a village with a population of 600. Most of the square timber at this point is rafted into a string of 500 feet, which is towed to Waubaushere. It is then carried by rail to Belleville, where it is again rafted and floated to Quecec, when it is shipped to England.

—George Clarke, of Dunchurch, while engaged with a number of workmen in breaking a jam of logs by the use of dynamite, lit the fuse connecting with a charge placed in the centre of a log, and not retreating far enough received the whole force of one-half of the charged log in the right side of the body. When the workmen returned after the discharge, they found Clarke lying on the ground and picked him up for dead. He recovered conciousness, however, when he related the cause of the accident, smoked his pipe and died in sixteen hours afterwards.

—The Ottawa *Free Press* says :—Very often when there is an adverse wind the work of collecting the logs that come down through the Chaudiere slides, and rafting them is a very tedious and laborous one. At high water too, it often happens that the swift water carries the logs far beyond the point at which the rafting goes on. When the cribs have been gathered on the Hull side of the river it is always difficult on account of the current and eddies to bring them across to the opposite side. It is rendered trebly so when their is a contrary wind. Mr. W. P. Lett who has often watched the hard work of the raftsman on the river, suggests that a small steamboat be employed to tow the cribs across. This would he says save a whole day in making up the rafts, besides the saving that would result in the expenditure for food for the men.

QUEBEC.

—J. B. Lafontaine, lumber, Chamborn, has assigned.

—Prosper Lafontaine, lumber, Lake Bouchette, has assigned.

—Herbert & Co., saw millers, of St. Martine, have assigned.

—The lumber business at St. Johns is reported as being very dull this season.

—The manufacture of burial caskets out of wood pulp is a new industry to be started at Pont Rouge.

The E. B. Eddy Manufacturing Co., Hull, are receiving orders for their pulp faster than they can produce it, and it is stated that they are already contemplating doubling the capacity of their pulp mills.

—At a little town called Mille Vaches, about thirty-five miles above the Saguenay, a British company has started the largest saw mill and pulp factory in Canada, and one of the largest in the world. The works are on the edge of a vast forest, and can deliver their product straight from their rooms to the deck of a ship or steamer. Nearly all the wood pulp made is consumed by paper makers, who are enabled by its use to produce paper at less than two-thirds of what it formerly cost. The extent of the business can be easily imagined from the fact that at least ten manufacturers are millionaires, and that each one made his fortune from wood pulp. The best wood for the manufacture is the white birch, which produces the finest grade of paper, but nearly all ordinary trees are more or less available.

NEW BRUNSWICK.

—The lath sawyers employed at Murray's mill, St. John, have struck for $1.80 a day. They were getting $1.65.

—The exports from St. John for May were $316,692, against $574,000 in May 1889. The falling off in exports is wholly in lumber.

—There were over one hundred millions s. f. of lumber in the Fredericton booms on the 6th ult., the largest quantity ever there before at one time.

—A large raft of piling belonging to J. D. Leary, of New York, was towed out of the harbor at St. John, on June 17th, by two tugs sent there for that purpose. The raft is not built up like those taken from the Joggins, but fastened together and spread over the water like ordinary rafts. The piling was cut up the Salmon river, a tributary of the St. John, and floated to St. John, where it was made up in large rafts. It is said to contain sixteen cribs of 400 to 500 sticks each, and the timber is valued at $150,000.

—Robert Connors purchased in the spring the right of driving logs to the booms on the St. John river. This season has been an especially favorable one for the work, and Providence almost unassisted by man has already floated logs to the booms estimated at 140 millions. It is estimated that 200 millions will be brought down the St. John river before the season closes, and this will be the largest quantity of logs ever floated in this great lumbering area in any previous year. With trifling labor it is stated that Mr. Connors' net profit in driving the logs this year will be twenty or twenty-five thousand dollars. Look out for a scramble for the dirving next year.

NOVA SCOTIA.

—St. John *Sun*: Since the first of April Mr. Buchanan has been superintending the overhauling of Major Roop's rotary rotary and shingle mill at Springfield, and E. Davison & Sons' mill at Alpena, both on the line of the Nova Scotia Central. Davison's mill combines gang, rotary, shingle machine and lath machine. Mr. Buchanan states that there is quite a large traffic over the Nova Scotia Central. From the mills at Alpena, Springfield and Cherryfield about five millions of lumber will go to Bridgewater and Lunenburg, besides ship timber and stock to Mahone Bay. Last year Mr. Buchanan built a mill for Mr. Wagner, and put in a turbine wheel of his own design, made by himself and shipped across the bay when he went this spring. It is now in operation and gives complete satisfaction. Mr. Nichol who is running the mill, informs him that with 11 feet head of water it will drive through fifteen thousand feet of lumber in ten hours. The wheel is 40½ inches in diameter, and its designer is confident that it will do better work than any he has seen in use.

—A great deal of lumber is being shipped from Parrsboro.

—G. A. & H. S. Flett, Upper Nelson, have started a sash and door factory.

—The Gold river steam mill has got to work and is well supplied with logs.

—Todd's mill at Margaret's Bay, which generally manufactures from six to eight millions, will not manufacture over five millions this year.

—The drives on the lakes and rivers of the south shore have been successfully driven to the booms, and the sawing has fully commenced for the season.

—The Medway Lumber Co. have been successful in getting their first drive to the boom, some 45,000 logs, and the lumbering industry is quite up to the output.

—The Halifax *Herald* of the 13th ult., says: "Few people realize the amount of business going on at present in Parrsboro. There are 12 square rigged vessels in port loading deals, and about twenty lighters, two steam tugs, and a great number of men are employed handling the deals."

MANITOBA AND THE NORTHWEST.

—Mr. Wade contemplates opening out in the lumber business at Deloraine.

—It is rumored that a sash and door factory will be started at Boissevain this year.

—A saw mill is being built a Sheep Creek, Alberta, south of Calgary, by Mr. Lineham. The mill will have a capacity of 20,000 ft. a day.

—J. A. Christie, of Brandon, is adding a planer to his saw mill with a capacity of 90,000 feet daily, and expects to employ sixty men, turning out over five million feet of lumber this season.

—The Western Lumber Company are building a new tug at Fort Francis for Rainy Lake. About 40,000,000 feet of logs are to come down from Rainy Lake this season and about the same from the American Rivers.

—Capt. J. Johnnasson, one of the most extensive lumber shippers on Lake Winnipeg, says the various companies are taking out a greater number of logs than they first calculated upon. The season has turned out more favorable than was expected.

—From Rupert's House, on James Bay, north to Richmond Gulf, although the soil on the coast is of a sandy nature, it is good for agricultural purposes. It is wooded with good spruce, tamarac, poplar and white birch. At Fort George, on the Big river, good spruce logs are brought down, some measuring two feet and a-half in diameter. Tamarac although not seen on the coast farther north than Richmond Gulf, is said to grow in great quantities inland and much farther north. Black spruce is also found on the Rat river. In fact the most rocky tracts support a growth of trees large enough to be of value for many purposes directly this territory is opened up by civilized man.

BRITISH COLUMBIA.

—L. Riden is building a fine saw mill at Victoria.

—D. F. Adams intends to establish a saw mill near Victoria.

—The saw mill of the Northern Pacific Company, at Burrard Inlet will have a capacity of 100,000 feet daily, and will be ready this summer.

—The Nelson City Improvement Company, Nelson City, are erecting a saw mill at that place, with a capacity to cut 50,000 feet of lumber a day.

—The mills at Port Moody, are running night and day to meet the demand from Manitoba and the Territories for British Columbia lumber and shingles.

—The new sash and door factory being built by Mr. Haslam, Nanaimo, will be 70x36 feet, two stories high. Employment will be given to about sixty hands.

—Vancouver is building a half million dollar sugar refinery, and will draw the raw sugar from Japan, China and the West Indies, and send return cargoes of lumber.

—The Royal City Planing Mills Company have already secured three water lots in Liverpool, just above the railway wharf, and will immediately commence the construction of wharves thereon for their use in shipping lumber.

—The *Colonist* says: Mr. Grant, the well-known logger of Valdez Island, has hit upon a novel plan of having a floating logging camp. With this end in view, he has given Messrs. Clarke & Watson, a contract for two large scows, one of about 100 tons and the other about 50 tons burden. Their construction will be commenced at once. This is a new departure in the logging business, and will greatly facilitate the work of moving from one site to another. The large [illegible] will be used as a stable and place of storage, while the small one will furnish living and sleeping accommodation for the men. The two will be worth $2,000.

—The new saw and planing mill and sash and door factory lately erected by Ackerman Bros., at New Westminster, on the water front, is all but complete, and will commence active manufacturing operations next week. The enterprise is controlled by Ackerman Bros. and E. Knight and has been incorporated under the title of Mechanics Mill Company.

—W. P. Sayward's saw mill, at Victoria, B. C., which has been closed down for weeks, undergoing repairs and improvements, has been started up and will now turn out 75,000 feet of lumber a day. The present mill was started by Mr. Sayward in 1878, when 20,000 feet was considered a good day's output. The Hastings mill at Vancouver has closed down. Its capacity will be increased to about 150,000 feet a day.

AMERICAN.

—The Langstaff-Orm Manufacturing Company, of Paducah, Ky., are shipping white oak lumber to Montreal.

—Upwards of 500,000,000 feet of timber and 300,000 cords of tan bark will be opened to market this season in western Pennsylvania by a railroad which is now under course of construction.

—It is said the output of shingles in the Muskegon district will be fully 100,000,000 less than last year. Three of the largest companies will undoubtedly stop manufacturing because they find no money in the business.

—The receipts at Tonawanda, N. Y., up to June 1st, 1890, by lake were 125,310,000 feet of lumber, 13,900,000 shingles, 577,000 pieces of lath, 10,180 fence posts, 68,550 railroad ties. Shipments by canal for May, 1890, 53,597,594 feet lumber, 2,722,000 shingles, 61,190 cubic feet timber. Shipments via ail for May, 1890, 2,580 cars.

—The Tittabawassee Boom Company, Mich., has only rafted this season a trifle more than half as many logs as the Muskegon Boom Company, the former tying out 475,000 pieces and the latter about 800,000. The old Tittabawassee, which has rafted more logs than any company in the world since its organization, is rapidly losing prestige, and will be away down in the list inside of the next five years.

—The property of the Randolph Boom & Lumber Co., comprising 36,320 acres of land in Randolph, Pendleton and Tucker counties, W. Va., was sold June 10th at Commissioners sale, by order of the United States District Court, to Levi C. Gordon, of Baltimore, for $190,100. Millions of feet of timber in the log was also bought by the same purchaser. The tract sold is said to be one the finest timbered districts in the state.

—The Lindsay & Phelps company, of Davenport, Ia., has been incorporated for dealing in logs, lumber, etc., and building and owning saw mills or other mills of this sort in any of the states or territories or in British possessions. The amount of capital stock authorized is $500,000 in shares of $100 each, but may be increased by the stockholders, but is not to exceed $2,000,000. The term of incorporation is twenty years, and the incorporators are James E. Lindsay, John B. Phelps, Ralph E. Lindsay, Fred. Wyman and William Potter.

CASUALTIES.

Norbert Marchilder, a wealthy raftsman, was drowned at the Bear Chute, on the Coulonge river a few days ago.

Roleau, a lumberman on the Rainy River, broke his leg and he was five days reaching Rat Portage in a canoe.

Owen Carey had his right arm badly lacerated by being caught in a butting saw at Rathbun's mills, Campbellford, Ont.

A shantyman named Gascon received a fracture of the left arm, while working on the drive above Sudbury, Ont., last month.

Wm. Schoenfurth had two fingers of his left hand accidently cut off while at work in a saw mill near Eastman Springs, Ont.

Luman Foote, a young man employed in the Cedar Mill, Deseronto, Ont., had two fingers of his left hand cut off by a shingle jointer.

A man named Van Dusen got his leg broken and was otherwise badly injured last week, on Carswell & Hough's drive, on North River.

An employee of Mr. A. W. Hepburn, lumberman, Picton, Ont., was instantly killed a few days ago by being crushed between two sawlogs which he was unloading from a truck.

Two lumbermen, named Nathan Ernest and Gabriel Ernest, were working in a jam of logs at Indian River, St. Margaret's Bay, N. S., when the logs started and both were thrown into the water and drowned.

M. W. Phillips, owner of a saw mill about eight miles from Flesherton, Ont., met with a sudden death on the 10th ult. While edging lumber a splinter struck him on the breast, over the region of the heart, leaving a hole almost through the body. He died in about fifteen minutes.

Last week while Mr. R. Murray, night foreman at Cameron & Kennedy's mills, Norman, Ont., was attending to some defects on the slash table, a heavy slab fell off the rollers and was driven by the carriage against Mr. Murray's leg, breaking it.

Three men in the employ of Messrs. Booth & Gordon, were drowned at Rugged Chute on the Keppawa last week, and another who escaped, was so badly injured that report says he has since died, the latter is named Ferguson, and is a brother of the foreman.

N. H. Phillips, a saw mill owner at Euphrasia, Ont., lost his life last month. He was working at an edger in his mill, and was in the act of carrying an armful of edgings, when the carriage ran back striking the edgings and driving one through his heart.

FIRE RECORD.

Wm. Gibson & Co's shingle mill, and John Clark's saw mill at Powassen, Ont., were recently destroyed by fire.

W. W. Short & Co.'s shingle mill, Red Rapids Bridge, N. B., was burned recently, insured for $1,000.

The Star lumber mill at Ompah, Ont., was totally destroyed by fire on the 10th inst. Loss $6,000; nearly covered by insurance.

A fire in Mr. J. R. Booth's lumber yards at Rochesterville, Ont., on June 9th, caused the loss of 65,000 feet of lumber. The loss is estimated at $1,560.

The planing mill belonging to Thackeray & Co., togethe with a large quantity of lumber, was totally destroyed by fire to Ottawa on the 3rd June. Loss estimated at $15,000; insurance none.

S. J. Miller's shingle mill, Charlo, N. B., was recently destroyed by fire.

A recent fire at Portage la Prairie destroyed $4,000 worth of cordwood, owned by the Portage Milling Co.

Wm. Young's saw mill at Wiarton was recently burned; partially insured.

EXCHANGE ECHOES.

Northwestern Lumberman.

"Michigan men have dipped heavily into Canada pine durthe past year," said a well informed pine land man to me the other day. "You may not have heard of it" he continued, "but one of the largest deals made during the year was the purchase late last fall by Gen. Alger, of Detroit, and Congressman Bliss, of Saginaw, of a tract of pine between Winnipeg and Port Arthur, on the north shore of Lake Superior, estimated to cut 1,000,000,000 feet. The price asked was the modest sum of $1,000,000, but the sellers came down to $425,000, and the purchase was made at that figure. Alger & Bliss also bought another tract in lower Canada. A. P. Bliss bought something like 300,000,000 feet. Brewer, Rapp & Kerr bought a large tract in lower Canada, and McClure, of Saginaw, also purchased an extensive tract in lower Canada. This looks as if the tariff question has not disturbed these gentlemen from regarding Canada as a good field for investment. A number of Bay City, Oscoda and Alpena lumbermen have also bought a good many hundred million feet of Canada timber.

Mississippi Valley Lumberman.

Senator Washburn, of Minnesota, has offered an amendment to the McKinley tariff bill putting lumber on the free list, and it is intimated from Washington that there will not be very serious objection to the change. Senator Washburn undoubtedly represents faithfully the sentiment among his constitutents who may be in the lumber trade, however contrary free lumber may be to the views of some of the Michigan lumbermen. It may be remarked paranthetically, that Mr. Washburn has until recently been closely identified with the lumber trade and is thoroughly familiar with all the conditions surrounding it in the northwest. With the duty removed there would be a possibility of the extension of the trade in lumber in the British northwest. With the opening of the Red Lake reservation it is probable that some lumber would be made at points along lines now building in Minnesota, while the manufacturers along the Northern Pacific would enjoy an enlarged field for the distribution of their product. It is a good deal of a question whether there is any serious objection in any quarter, unless it possibly be in the Pacific northwest, against the removal of the duty on lumber. Free lumber would not for any extended period effect the market value of the commodity, and it would undoubtedly contribute to the preservation of our timbered resources.

HOW TO HAMMER CIRCULAR SAWS.

On this subject J. H. Miner, of Baton Rouge, La., speaks as follows : The saw being the life of your mill, keep it in good condition. The chief element of this is in hammering and keeping the saw straight and true. The former we will term tension, which applies to keeping the saw open to accommodate the centrifugal force applied by its speed. The latter, straightening, applies to keeping the plate true and free from lumps. Saw hammering is a peculiar art, and accomplished by but few to any degree of perfection, simply from the many fogy ideas advanced by men, some of whom boast of their 20 years' experience. I have stood for 10 years at the lever, watching closely every so-called peculiarity of the saw.

The first thing is to straighten your saw. This is done on a wooden, firm, end-grain block or leather padded anvil. All mill saws dish more or less from the log, and are full on that side. It is necessary to lean the saw until the center sags so that it will appear as straight as possible, then with a 20-inch straight edge mark all the full places, watching closely just outside of the collar. Near the rim apply the straight edge at right angles in several positions ; it is best to use, say, a 12-inch straight edge on the rim, as you can get closer to the teeth, mark your saw with chalk or hard soap, on the rim when you find places to show straight one way, but high the other way ; make a long mark directly in line with the straighest way. This indicates a twist, and will in all cases on the rim, extend toward the center of the saw. When the 20-inch straight edge is applied on the radius (from center to rim) such a place will not show, but take the 12-inch and apply across this line, and you will find it to be high. If there is a twist it will be higher on the extreme edge. The straight pene hammer must be used on such places, the straight way of the hammer directly on the straightest way of the saw, which is toward the center. As the extreme edge is the highest, nearly all the blows must be applied there, care being taken not to go too far in. A twist showing six inches is often removed by hammering only on the rim. Twisted places are sometimes found at the center when the saw is dished.

Having laid off the saw, go to the block and strike one blow on every mark with the round face of the hammer, using the long face on the long marks. The first operation may dish the saw in the other way, which, if not too much, shows good work. Don't rub out your marks, and when the other side is laid off notice if any of the marks correspond ; if so, too heavy a blow was applied ; in this way the heft of blows can be determined. Work on both sides of the saw, getting the rim as true as possible and leave it leaning a trifle to the log. This constitutes straightening. If your saw's tension is nearly right it will now run much better, but this is not always the case. I will add here that before attempting to straighten a saw as described, a careful inspection must be made. All saws get long or loose on the rim by use, and it's no common thing among small mills to find saws so loose on the rim as to form a twist or winding position ; if not quite so loose it will not be winding, but may appear nearly straight with the rim—very flimsy, while the center will be as stiff as a board. In short, all such saws are stiff in the center and will not give and must be tensioned before straightening.

This tensioning is done by stretching the saw nearer the center on an anvil with firm blows, regardless of the lumps in the saw. First, strike a circle line one-half way the radius, then two lines two inches apart below this, and one above, four lines in all. Hammer the two center lines first on both sides of the saw, but if it is very loose on the rim it will often require four to six lines ; in such cases the lines can be closer together. Never go nearer the rim than one-third the radius, and not much closer to the center. Keep this in view. The one-half way part of the saw must be the more open. A saw open too near the center will not run at all in many cases. After giving your saw some tension, nine times out of ten your twisted saw, to your surprise, will show up straight. Sometimes a saw gets twisted through accident ; such saws will show the center a little loose, and when they do, take the twisted saw to the block with a long pene, as stated. High-speeded saws require to be more open in the center, many of them dishing through with a snap. A saw too open, will heat in the center and crowd from the log, while a saw to loose on the rim will snake and assume a complete wind or twist when a little hot on the rim. In such cases the center has to run hot in order to get anything like work out of the saw. A saw too open in the center is stiffened by hammering the rim not nearer than two inches of the teeth ; very little work on the rim will change a saw. When the saw has about the right spring straighten it up on the block ; then a trial will determine its tension. If the saw will not screw up true the collar should be turned. If a saw is to remain on the mandrel it may be papered if the collars dish it.

It is very essential that unequal tension be corrected in a saw that runs at a high or even moderate speed. Not one man in fifty knows anything about this, to say nothing of how to remove it.

Unequal tension is this : One part of the saw being tighter, or more open than the other. I could write a volume on this important part of the saw's life. Now, to remove it, and in the simplest way, screw the saw up on the mandrel, take hold of the "tail" of the saw with the right hand (if it is a right hand mill) and spring the saw all you can to you, and at the same time apply the long straight edge and notice closely the opening. Apply the straight edge say every six inches, moving the saw and noticing the variation in light. You will find some places spring more, while others, remain nearly to the straight edge ; mark these places plainly. Now go on the outside of the saw, having everything free, so you can spring the saw, except the guide pins, which must be close to the saw. On this side mark the variations as before. If your saw has a loose place you will find that it stood off more on both sides at that place. A tight place will stand off less and alike on both sides. In simpler words, loose places appear as though the plate was very thin, while tight places appear thick because they stand closer to the straight edge on both sides of the saw ; loose places the farthest away. An open place on one side which shows high on the other indicates a lump ; such a saw is not true and must be taken to the block and trued up.

To remove loose places hammer near the rim opposite such a place. Tight places are stretched right where they show it. For practical purposes, the saw should show very nearly the same spring all around. Always test both sides, and when even a slight variation is found it should be removed ; then, if the saw is too open or to stiff, treat the center or rim a little on the anvil.

The fogy method is to always hammer a saw on the anvil, striking it as heavily as possible. When a saw requires a little straightening, it is mostly on the rim (the outlet of the saw); if this is done on the anvil what is the result? Lumps partly beaten down, with all the tension gone ; then the hammerer goes to the center to overcome just what he ought not to have done. A few blows on the block, and the saw would have retained its tension--been in better shape with 10 times less work. No man can remove a twist in this way, directly on the rim. I have noticed over 50 such men, and they never get right up to the rim of the saw. Why? because it will curl up, every time, on the anvil. Test this with a piece of sheet iron, and be convinced. The tinner, iron and coppersmith are sensible men ; they have their copper or mallet hammer and a smooth block to straighten their work on. Why? Because only a blow or two on an anvil would stretch it into a wind, and then they are done. The saw is precisely the same way, and it remains only a question of time that the saw will be unequally tensioned, and then it is done. A man that knows anything about tension in a saw, will take care of that vital part. Take a dished saw that requires only a few light blows near the collar, on the block. What does the fogy do? Stretch the rim, "pulling the dish" out, and a lot of other foolish things. A saw too open requires the rim stretched, but never a dished saw. Another idea is to hammer in lines from the center to the rim, only to result in tight and loose lines, and to buckle the saw. A man of gumption ought to know better than this, and this is the cause of many fractured saws. Others' theories are, that when a saw is sprung it must be sprung more to get the lump back. My idea is if it is sprung it ought not to be, and should be gotten back without additional stretching, namely :—the block.

Small saws are treated precisely the same as larger ones, but much more mildly. An expert changing from a thick saw to a thin one invariably will strike too heavily ; great care must be exercised. They require but little tensioning, and should be stiff. Blue spots are treated on the block, and when they come back the rim should be stretched opposite such a place. Their appearance continually indicates a loose place.

SCALING LUMBER.

A correspondent writing to a Quebec exchange has the following to say on the subject of scaling lumber : In these enlightened days of standard measures, standard weights, and even standard time, it does seem incongruous that no one fixed rule has been established by law for the buying and selling of so important an article of commerce as the natural products of our timber lands. In many parts of the eastern townships there are no less than four different log scales in use, all more or less at varience one with another, while the Provincial Government adds still one more to the list, which is used by them for levying timber dues on leased government timber lands. No doubt contracts can be made according to any one rule agreed upon, and where both contracting parties are fully conversant with the way in which this one peculiar rule will hold out in board measure over log scale no injustice will be done to either, but while all other rules, weights and measures are being for the sake of convenience and simplicity reduced to one acknowledged standard, and this usually a decimal one, it does seem as though there was some peculiar design in keeping up this puzzling state of confusion for the purpose of taking advantage of the unfortunate settler, who finds it difficult enough to master sufficiently for his own protection any one table by which he can measure the contents of his own logs before surrendering them to the insatiable man of the presiding demon of the mill yard. Taking for the rate of example logs of twelve feet in length, and of 8, 12, 24 and 36 inches diameter, it would appear that the difference in these five tables is not only remarkably great but also that in varying they do so with no apparent irregularity.

Log Rules	Length of Log. Feet.	Diameter of Log. Inches.	Amount in Feet.
Bangor	12	8	33
Oughtred	12	8	28
Scribner	12	8	22
Quebec Government	12	8	24
Doyle's Rule	12	8	16
Bangor	12	12	78
Oughtred	12	12	68
Scribner	12	12	59
Quebec Government	12	12	50
Doyle's Rule	12	12	48
Bangor	12	24	327
Oughtred	12	24	300
Scribner	12	24	303
Quebec Government	12	24	315
Doyle's Rule	12	24	300
Bangor	12	36	770
Oughtred	12	36	
Scribner	12	36	692
Quebec Government	12	36	710
Doyle's Rule	12	36	786

In following a comparison of the different rules in the above tables, through the various sizes of the logs, it will be seen that in the larger sized logs the discrepancies are not so great as in the small, also that some of those which cut severely on small timber give the best measure on large. This fact is well known to lumber sawyers who use two rules in buying logs, applying whichever suits their purpose best. I have also known those who ship round timber to the United States use the Scribner, or even the Doyle rule for buying logs from the farmers, and sell by and pay the duty on the Bangor scale, by which they gain in actual measure from 250 to 500 feet on every thousand feet bought and sold where the logs are 10, 12 and 14 inches in diameter. Piratical as this undoubtedly is,

the case grows worse when we come to the Doyle rule, now much in vogue, and inserted in the later editions (no date) of Scribner's Log Book. In the preface it says, "Doyle's rule for measuring saw logs has been substituted for Scribner's and the whole book has been carefully examined by Daniel Marsh, a practical civil engineer." Now what does a civil engineer know about how many feet of boards a practical sawyer can cut from a round spruce log? Further on the publisher says: "Hence after repeated correspondence and consultations with large lumber dealers and practical sawyers in various parts of the country, we have become satisfied that the calculations given in this table are universally considered the only fair measurement for both buyer and seller." Mark you this "correspondence and consultation" is always from *lumber dealers and sawyers*, and so also are the favorable testimonials in the book. Could we but hear the expressions of those who of late years have been driven to cutting even their best butt logs into pulp wood in order to avoid the ruinous measurements of log scales of which but few have the opportunities of understanding, we should say at heart that the Doyle rule was not "universally" approved. Again, as the Doyle rule is not figured for logs under ten inches in diameter, millers are in the habit of "jumping" the scale of all such as containing 24 feet, (for 16 ft. logs.) Now if we take an 8-inch, a 9-inch and a 10-inch log and measure them by the Doyle rule, the total result will be 84 feet, while the same logs scaled by the Bangor rule, will give 164 feet, or nearly 100 per cent. more! In other words it would take about 18 logs of these three sizes to make 1,000 feet of lumber by the Bangor rule, while the Doyle rule would exact about 36 logs for the same amount. Now the only inference that one can draw from these conclusions is, that if the Government continues to refuse to establish a uniform legal scale they must have some interested motive for doing so.

LUMBERING IN THE NORTHWEST.

The Dominion government agent of the crown timber agency for the province of Manitoba and the district of Assiniboia, has furnished the government with some interesting facts regarding the development of the timber and lumber industry of that agency. He reports that last year was not a favorable one to those engaged in lumbering in his district. The winter was short and the snow fall light. Instead of four months' sleighing, as is usual in Manitoba, there were hardly three, hence the season in which hauling could be done was greatly shortened. Fully one-half of the whole winter's cut was left in the woods or hung up on the streams, in consequence of low water. But if the quantity of timber cut and left in the woods, from the causes just mentioned, be taken into consideration, a larger business by several million feet, was done than in the preceding year. The total quantity of lumber manufactured by the mills operating under government license amounted to 13,826,827 feet, which compared with 1888, shows a falling of 3,582,309 feet. It must be remembered, however, that the amount of lumber manufactured for the preceding year included the output at the mills at Rat Portage and Keewatin, while last year the operations there were carried on under the supervision of the Ontario crown timber agent, who collected the revenue therefrom. No pine lumber is now manufactured within the agency except what is brought down the Red River from Minnesota, of which last season there was about 3,000,000 feet. The only standing pine, excepting jack pine, is in that part of the district of Keewatin to the north of the English river and Lac Seul. Lumbering is almost exclusively confined to spruce. Tamarack is the only other available timber to be found in any quantity, and as it rarely exceeds a diameter of 12 inches at the stump, it is found more profitable to make it into ties and piles for railway purposes. The following is a nearly correct statement of the lumber sold during the year: Canadian manufacture, 37,464,454 feet; United States manufacture, 10,429,017 feet. The above shows a large increase in the importation of United States lumber over that of 1888. This lumber is manufactured at Duluth and other points in Minnesota, with a view principally of supplying the trade in the American territories to the west, but owing to the lightness in the demand, brought about largely by the failure of the grain crops in many districts, notably northern Dakota, the Manitoba market is looked to. Shipping facilities have so improved by the incoming of the Northern Pacific railway that no difficulty is now experienced in placing this lumber upon the market in competition with that from the mills at Rat Portage and Keewatin. No timber or other products of the forest were exported from the agency to the United States during the year. The country lying to the west and northwest of Lake Winnipegosis, as far as the Saskatchewan river, has been pretty generally burned over, including the valuable timber on the berths on the Bird Tail creek, the western slope of the Riding mountains, Shell river and Duck Mountain district, Swan and Etoimami rivers, and the Porcupine hills. The quantity of timber in the districts named, as nearly as can be estimated, is upward of 900,000,000 feet, of which a large part has been damaged by fire. Little damage occurred during the past year through prairie fires to the timber on Dominion lands in the settled districts, the settlers having taken greater precautions than in former years to prevent them. Many are still of the opinion that these fires are frequently started by sparks from locomotives, but since coal has been substituted for wood as fuel on the engines, and an improved spark arrester has come into use, fires from this cause are of comparatively rare occurrence.

LUMBER INDUSTRY IN WESTERN CANADA.

The minister of the interior in his annual report recently issued, supplies some interesting details regarding the lumber industry in the Northwest territories and British Columbia. There was a decrease of $14,781 in revenue from timber dues during the year 1889, as compared with 1888. The revenue received from the British Columbia crown timber agency during the last year was $18,044.77, a decrease of $7,522.74. Of the amount collected the sum of $4,092,50 was received for bonuses of berths put up to public competition. The total area so acquired was about 45 square miles, averaging a bonus of $90.32 a mile. The total quantity of lumber manufactured for the year amounted to 23,759,942 feet, as compared with 24,436,895 feet in 1888, and sold at the rate of $9 and $10 a thousand. There are 11 mills cutting timber within the agency. The McLaren-Ross Lumber Company has erected the largest saw mill in British Columbia, having a capacity of 250,000 feet in 12 hours.

The total amount of dues collected for timber within the Calgary agency during the year amounted to $16,-811.12, being an increase of $6,211.73. The total quantity of lumber manufactured was 1,149,248 feet. The price of lumber at Calgary was from $12 to $18; at Cochrane, $12 to $16; at Fort McLeod, $15 to $43; at Lethbridge, $30, and Cypress Hills, $13. Six saw mills were cutting lumber within this agency under government license, and several portable mills under permit.

The total amount of dues collected within the Edmonton agency was $4,041.73, being a decrease of $2,-691.57, as compared with the previous year. The price of lumber at Edmonton during the year was $20 to $23 a thousand, and at St. Albert $23 to $25. The agent reports two saw mills in operation within this agency. Two mills were burnt last summer; one is being rebuilt, but it is not the intention to rebuild the other.

The total amount of dues collected within the Prince Albert agency was $4,093.59, being an increase of $674.-57, over the previous year. Lumber sold at Prince Albert from $20 to $42 a thousand, and at Battleford from $30 to $35. There is only one saw mill in this agency cutting timber under license, the one at Prince Albert, erected by Moore & Macdowall in 1876. There are also several saw mills at Prince Albert and Battleford cutting timber under permit.

Saw mill returns received at the head office give the following quantities of building material as having been manufactured and sold during the year within the five agencies: Lumber manufactured, 39,849,554 feet; sold, 41,071,655 feet; shingles manufactured, 1,621,750; sold, 2,404,750; lath manufactured, 682,400; sold, 675,098.

Sixty licenses to cut timber over a total area of 2,289.-35 square miles were issued during the year. The areas licensed in Manitoba, the three provisional territorial districts, and on Dominion lands in British Columbia, are as follows: Manitoba, 497 miles; Alberta, 1,492; Assiniboia, 59; Saskatchewan, 197; British Columbia, 41. The area under license in British Columbia seems small, seeing that the authority of council has been obtained to issue licenses to cut timber over 70 berths containing, approximately, a total area of 663 square miles. This is caused from the fact that the returns of the surveys of the majority of these berths have not yet been filed. The regulations provide that this must be done before a license issues. In addition to the 2,247.56 square miles in Manitoba and the northwest territories under yearly license, an area of 791 square miles is covered by 21-year leases, which were issued prior to December, 1883. Of this latter area 559 square miles are situated on the shores of Lake Winnipegosis. The leases in question were acquired at public auction. The number of applications received during the year to cut timber was 81, of which 45 were licenses to cut timber in Manitoba and the northwest territories, and the remainder to cut timber upon Dominion lands in British Columbia. The number of applications during the previous year was 107. Within the past year 11 orders in council, which authorized the issue of yearly licenses to applicants to cut timber on lands in Manitoba and the northwest territories upon their complying with certain conditions, were canceled for non-compliance.

The total area of the berths described in these orders in council was, approximately, 506 square miles. The number of berths still under license or authorized to be licensed in the province and territories is 149, but it is probable that the orders in council, which authorized the licensing of some of these berths will soon be canceled for non-fulfillment of the conditions. The regulations governing the granting of yearly licenses to cut timber in Manitoba and the northwest territories, approved March 8, 1883, as amended by orders in council passed since that date, have been superseded by regulations authorized by council on September 17, 1889, which regulations also govern the disposal of licenses to cut timber on Dominion lands in the province of British Columbia, with the exception that the yearly rental of timber berths situated west of Eagle pass, in British Columbia, is 5 cents an acre—the same rental that is charged by the provincial government—instead of $5 a square mile, the rent charged for berths in Manitoba and the northwest territories. By the same order in council the timber permit regulations for Manitoba and the northwest territories were amended, and were also made applicable to Dominion lands in British Columbia. It will thus be seen that the department has now one set of timber regulations for all Dominion lands, instead of, as formerly, three distinct sets.

Sugar Pines of The Sierras.

An American paper says, the sugar pines of the Sierras is the most superb of all the pines, and the territory it occupies from an elevation of 3,000 feet to 8,000 is, beyond doubt, the most interesting portion of the mountains for campers, tourists or botanists. Specimens have been measured that were forty feet in circumference and 300 feet in height. This pine has a smooth, round and columnar trunk, rising without limbs for two-thirds of its height. It is the most valuable timber tree of the Sierras, is rapidly disappearing, and is not well represented among the younger growth of the forest. A few large trees growing on private estates will remain to be famous generations hence over whole countries. David Douglas, the discover of this species, measured a fallen tree whose circumference at three feet from the base was nearly fifty-eight feet. Trees of 250 feet in height can be found still standing near some of the old towns of the upper Sierra region. In wonderful contrast to these giants of the California forest are the dwarf pines that grow from the limits of the third climatic zone of the Sierras to the very base of the glaciers. James Muir once cut a dwarf pine whose trunk was three and a half inches through, and counted 420 rings. The little tree was tough as a whip cord, as it had need to be in the Alps of California, on the very limits of eternal snow.

TRADE REVIEW.

Toronto, Ont.

TORONTO, June 30, 1890.

CAR OR CARGO LOTS

1¼ and thicker clear picks, American inspection	$20 00@30 00
1¼ and thicker, three uppers, American inspection	37 00
1¼ and thicker, pickings, American inspection	25 00
1X10 & 12 dressing and better	18 00 20 00
1X10 & 12 mill run	13 00 14 00
1X10 & 12 dressing	14 00 15 00
1X10 & 12 common	12 00 13 00
1X10 & 12 spruce culls	10 00 11 00
1X10 & 12 mill culls	9 00
1 inch clear and picks	24 00 25 00
inch dressing and better	18 00 20 00
1 inch siding mill run	13 00 14 00
1 inch siding common	11 00 12 00
1 inch siding ship culls	10 00 11 00
1 inch siding mill culls	8 00 9 00
Cull scantling	8 00 9 00
1¼ and thicker cutting up plank	22 00 25 00
1 inch strips 4 in to 8 in mill run	14 00 15 00
1 inch strips, common	11 00 12 00
1¼ inch flooring	14 00 15 00
1½ inch flooring	14 00 15 00
XXX shingles, 16 in	2 20 2 30
XX shingles, 16 in	1 20 1 30
Lath, No. 1	1 70 1 90
" No. 2	1 70

YARD QUOTATIONS.

Mill cull boards & scantling	$10 00	Dressing stocks	16 00@20 00
Shipping cull boards, promiscuous widths	13 00	Picks Am. inspection	40 00
stocks	14 00	Three uppers, Am. inspect.	50 00
Scantling & joist, up to 16 ft	14 00	F. M.	
" " 18 ft	15 00	1½in. flooring, dres'd	28 00 30 00
" " 20 ft	16 00	1½ " " rough	18 00 22 00
" " 22 ft	17 00	1¼ " " dres'd F.M.	25 00 28 00
" " 24 ft	19 00	" "undrs'd B.M.	18 00 19 00
" " 26 ft	20 00	" " dres'd	18 00 20 00
" " 28 ft	22 00	" " undres'd	12 00 15 00
" " 30 ft	24 00	Beaded sheeting, dressed	22 00 35 00
" " 32 ft	26 00	Clapboarding, dres'd	12 00
" " 34 ft	28 50	XXX sawn shingles per M	2 65 2 75
" " 36 ft	30 00	Sawn Lath	2 00 2 20
" " 38 ft	32 00	Red oak	30 00 40 00
" 40 to 44 ft	35 00	White "	35 00 45 00
Cutting up planks 1¼ and thicker dry	25 00 26 00	Basswood, No. 1 & 2	18 00 20 00
" board	18 00 22 00	Cherry, No. 1 & 2	50 00 60 00
		White ash, 1 & 2	25 00 35 00
		Black ash, 1 & 2	20 00 30 00

Hamilton, Ont.

HAMILTON, June 30, 1890.

Mill cull boards and scantlings	$ 9 00@10 00	Dressing stocks	$16 00 18 00
Shipping cull boards promiscuous widths	10 00 12 00	1¼ flooring, rough	16 00 18 00
Shipping cull stocks	14 00	1½ flooring, rough	16 00 18 00
Scantling and joist up to 16 feet	14 00	1¼ flooring, dressed	25 00
do up to 18 feet	15 50	1½ flooring, dressed	32 00
do up to 20 feet	16 00	1 flooring, dressed	21 50 23 00
do up to 22 feet	17 00	Beaded sheeting 1	25 00 30 00
do up to 24 feet	18 00	Picks, Am inspection	32 00 34 00
do up to 26 feet	19 00	Three uppers Am. In.	40 00
do up to 28 feet	20 00	XXX sawn shingles	2 60 2 70
do up to 30 feet	21 00	Sawn Lath	2 25
Cutting up plank 1¼ and thicker dry	20 00 25 00	Red Oak	20 00 25 00
Cutting up boards	20 00	White Oak	25 00 30 00
		Basswood No. 1. & 2.	16 00 20 00
		Cherry No. 1 & 2	60 00 70 00
		White Ash No. 1 & 2.	25 00 35 00
		Black Ash No. 1 & 2.	20 00 30 00

Ottawa, Ont.

OTTAWA, June 30, 1890.

Pine, 1st qual., ₱ M.	$35 00@40 00	Oak	$40 00@100 00
" 2nd "	22 00 25 00	Walnut	60 00 100 00
" shipping culls	14 00 16 00	Cherry	60 00 80 00
" 4th qual. deals	10 00 12 00	Butternut	22 00 40 00
" mill culls	8 00 10 00	Birch	15 00 25 00
Spruce, ₱ M.	10 00 12 00	Maple, hard	20 00 21 00
Hemlock	9 00 17 00	Laths	1 80 1 90
Ash	13 00 18 00	Shingles, cedar	1 50 3 00
Bass	12 00 20 00		

Montreal, Que.

MONTREAL, June 30, 1890.

Pine, 1st qua'y ₱ M	$25 00@35 00	Basswood	14 00 20 00
Pine, 2nd " "	20 00 25 00	Oak, per M	40 00 50 00
Pine shipping culls ₱ M	12 00 14 00	Walnut "	55 00 100 00
Pine, 4th quality deals ₱ M	9 00 11 00	Cherry "	65 00 80 00
Pine, mill culls, ₱ M	6 00 8 00	Butternut, per M	22 00 40 00
Spruce, per M	9 00 11 00	Birch, "	12 00 20 00
Hemlock, lumber	7 00 10 00	Spruce timber	12 00 15 00
Hemlock timber	12 00 14 00	Hard Maple "	20 00 22 00
Ash	13 00 20 00	1¼ Lath	1 25
		Shingles, 1st, per M	3 00 3 25
		Shingles, 2nd, "	1 25 1 50

St. John, N. B.

ST. JOHN, June 30, 1890.

Deals, Boards, Scantling, etc.

Spruce deals	$12 00	Spruce boards	12 00
Pine "	15 00	Pine "	12 00@40 00
Deal ends	6 00	Oak "	40 00
Scantling	10 00	Ash "	15 00@25 00
		Hemlock "	7 50

Shingles.

Spruce, extra	$3 50	No. 1	1 25
" clear	3 00	Pine	1 25
" No. 1 extra	2 25		

Clapboards.

Pine, extra	35 00	Spruce, extra	24 00
" clears	45 00	" clears	23 00
" 2d clears	35 00	" No. 1	15 00
		" No. 2	10 00

Flooring, Dressed.

6 in.. No. 1	12 00	4 in.. No. 1	12 00
" No. 2	10 00	" No. 2	10 00

Miscellaneous.

Staves	3 00@ 4 50	Laths	1 80
Heading 17 in. per pr.	04	Pickets	6 50@15 00
" 18 in.	04½ 05½	Railway ties	
" 22 in.	04½ 06		

Vancouver and New Westminster, B.C.

NEW WESTMINSTER, June 30, 1890.

Car load and ship rates according to assortment. Bridge and Wharf Plank and Timber.

10 to 40 ft. long, per M, net	$11 00
41 to 70 ft. " " "	$12 00@15 00
Rough lumber, building material	11 00
" " Sized	12 50
" " Fir, Clear	17 50
" " Cedar, Bench or Selects	25 00
" " " " D. D	30 00

1 in, 1¼ 1½x6 in.

T. & G. Edge, Grain and Dry	27 50
" " Green	25 00
No. 1, Dry	22 50
" 1, Green	20 00
" 2, Dry	20 00
" 2, Green	17 50
Cut to length, extra per M	2 50
D. Dressed	2 50

1 in, 1¼ 1½x4 t .

Edge Grain, Dry	27 50
" " Green	25 00
T. & G. Edge Grain, Dry	25 00
No. 1, Dry	25 00
" 1, Green	22 50
" 2, Dry	20 00
" 2, Green	17 50
S. S. Planks for scows	17 50
D. D. cedar, verandah cover, any length	45 00
" " " " cut to length	50 00
Shingles	2 50
Lath	2 25
D. D. clear Cedar	40 00@60 00
Pickets, rough	11 00

Five per cent. off above prices for cash with the order.
Delivery on scow to mouth of river.

20 M ft. and over	75c. per M. ft
10 to 20 M ft.	$1.00 " "
Under 10 M ft.	1.25 " "

Albany, N. Y.

ALBANY, N.Y., June 30, 1890.

Hemlock.

Good, 1X10 in. each	13½c.	2½x4. run, each	12½
1X10 in culls	9½	2x4. run each	9½

Pine.

2½ in. and up, good	$53 00@55 00	10 in boards dressing and better	$28 00@34 00
4ths	48 00 50 00	Common	15 00 20 00
Selects	43 00 45 00	12 in. boards dressing and better	29 00 36 00
Pickings	38 00 40 00	Common	15 00 22 00
1 to 2 in., good	49 00 50 00	1¼ inch siding, selected	40 00 45 00
4ths	44 00 45 00	Common	15 00 20 00
Selects	39 00 40 00	1 in. siding selected	38 00 42 00
Pickings	34 00 35 00	Common	13 00 18 00
1 in. good	50 00 55 00	Norway, selected	22 00 25 00
4ths	45 00 48 00	Common	12 00 15 00
Selects	40 00 43 00	10 in. plk. 13 ft. dressing and better, each	42@50
Pickings	35 00 38 00	Culls	22 25
Shelving boards, 12 in. and up	28 00 32 00	10 in. boards, 13 ft., dress, & better each	28 33
Dressing bds. narrow	20 00 22 00	Culls	17 22
Sapping boards	16 00 18 00		
Box boards	13 00 15 00		

Shingles and Lath.

Shingles, shaved pine	6 50	Shingles, cedar mixed	2 75 3 00
2d quality	5 00	Lath, pine	2 00
Sawed, extra	4 30 4 40	Spruce	2 25
Sawed, clear butts	3 00 3 30	Hemlock	1 90
Cedar, XXX	4 00 4 20		

Buffalo and Tonawanda, N. Y.

BUFFALO, June 30, 1890.

Norway

Clear, 1 to 2 in. all width	23 00	Common, 1 to 2 in. all widths	12 50@15 00
Dressing, 1 to 2 in. all widths	16 00@20 00	4x4, 5x5, 6x6 turning	22 00
		4x4, 5x5, 6x6 common	16 00

White Pine.

Up'rs, 1 to 4 in. 10 in	$45 00@55 00	No. 2 cuts, 1 to 2 in and thicker	$20 00@24 00
Sl'cts & Picks, 1 to 4 in	38 00 45 00	Dressing, 1 to 2 in	22 00 27 00
Fine common, 1 to 2 in. and thicker	33 00 39 00	Common, 1 to 2 in	14 00 17 00
No. 1 cuts, 1 to 2 in and thicker	27 00 39 00	No. 1 barn, 7 to 12 in	18 50 20 50
Mold strips, 1 to 2 in	27 00 33 00	No. 2 barn, 7 to 12 in	16 50 17 50
		Mill culls, 1 to 2 in	9 00 10 00

Shingles

XXX, 18-in, sawed	3 70	Thick cut (trade mark) 16 in per square	2 50
XX, 18-in, sawed clear butts	2 70	XXX cut	2 25
X, 18-in, sawed	1 80	X cut	1 10
XXX, 16-in "	3 40	No 2 cut	50
XX, 16-in " clear butts	2 40	Short cut	1 25
X 16-in "	90	Square end, per thousand	5 00
Thick cut	3 20	Octagon or pointed end	5 25
XXX cut	3 00	Scalloped or round end	5 25
X cut	1 50	Other shapes made to order	5 25
No. 2 cut	65		

Saginaw, Mich.

EAST SAGINAW, June 30, 1890.

CARGO LOTS.

Uppers	36 00@38 00	Norway	8 50@10 00
Common	16 00 21 00	Box	11 00 11 50
Shipping Culls	9 00 11 00	Straight measure	12 50 20 00
Mill Culls			

YARD QUOTATIONS CAR LOTS DRY.

Siding.

Clear, 1½ in	23 00	C, 1½ in	17 00
⅞ in	46 00	⅞ in	30 00
Select, 1½ in	20 00	No. 1, ½ in	12 00
⅞ in	39 00	⅞ in	19 00

Finishing Lumber rough.

Three uppers, 1 in.	42 00@44 00	Fine common, 1 in.	32 00
1¼ & 1½ in	44 00 46 00	1¼ & 2 in.	33 00
Selects, 1 in.	37 00	C, 7, 8 & 9 in.	26 00
1¼ & 2 in.	38 00	Coffin Boards 16 in. & over	18 00

Joist, Scantling and Timber.

12 to 16 feet	10 00	20 feet	12 00
16 feet	11 00	24 "	13 00

Plank and timber, 12 inches wide, $1 extra.

Shingles.

XXX 18 in. Climax	3 50	18 in X (cull)	55
XXX Saginaw	3 25	XXX shorts	2 00
XX Climax	2 00	XX	1 20
18 in 4 in c. b	1 00		

Lath, and Pickets.

Lath, No. 1 white pine	2 00	Pickets, 2 to 2½ in, 3 to 4 ft. rough	15 00
" No. 2 " " Norway	1 40	Dressed	20 00
		1½ in. square, rough	18 00
		Dressed	25 00

New York City

NEW YORK, June 30, 1890.

Black Walnut.

⅝ in. clear	$80 00@82 00	Culls, 1 inch	$35 00@ 36 00
1 and 1¼ inches	95 00 97 00	Culls, thick	36 00 37 00
1½ and thicker	100 00 105 00	Counter tops, 18 in.	
Rejects	50 00 52 00	and over	110 00 150 00

Poplar, or White Wood.

⅝ in. 10 inches and over	25 00@ 26 00	1 inch, 8 in. and over	30 50 31 50
¾ in. coffin boards	29 00 30 00	2½ and thicker	33 50 34 00
1 inch, 10 inch and over	31 50 32 00	Common 1 to 2 in	22 00 24 00
		Saps, 1 inch & thicker	26 00 27 00
		Culls, all thickness	16 00

Ash.

1 in. white	36 00@ 37 00	Strips clear	27 00@ 28 00
1¼ to 2 inch	38 00 39 00	Black ash, good	26 00 30 00
2½ to 4 inch	40 00 41 00	Black ash, com	18 00 19 00

Oak.

1 inch plain sawed	37 00@ 39 00	5 inches and over	52 00@ 53 00
1¼ to 2 inch	39 00 40 00	Thicker	53 50 55 00
Thicker	40 00 41 00	Strips under 6 in	40 00 42 00
Quarter-sawed, white, all clear,		Dimension cut size	25 00 27 00

Cherry

1 inch	84 00@ 85 00	2½ and thicker	95 00@100 00
1 inch strips	40 00 42 00	Counter tops, 18 in.	
1¼ to 2 inch	85 00 90 00	and over	110 00 115 00
Rejects	40 00 44 00	Culls, all thickness	16 00 18 00

Miscellaneous.

Chestnut, clear	33 00@ 35 00	Hickery, old growth	50 00 55 00
Chestnut common	20 00 22 00	Hickery, 2nd growth	70 00 75 00
Basswood white	30 00 32 00	Elm	20 00 22 00
Basswood common	21 00 23 00	Sycamore	24 00 26 00
Maple, clear	28 00 30 00	Sycamore quartered	38 00 40 00
Birch, clear	32 00 35 00	Gum	35 00 37 00
Birch, 1s and 2s	26 00 30 00	Butternut	45 00 50 00
Cottonwood	21 00 22 00	Sycamore dressed fig	24 00 25 00

Boston, Mass.

BOSTON, June 30, 1890.

Western Pine—by car load.

Uppers, 1 in	$48 00@50 00	Fine com., 3 & 4 in	42 00@46 00
1¼, 1½ & 2 in	48 00 50 00	No 2, 1 in. Fine com.	28 00 30 00
3 & 4 in	55 00 60 00	1¼, 1½ & 2 in	29 00 31 00
Selects, 1 in	42 00 43 00	No. 1 strips, 4 to 6 in	40 00 43 00
1¼, 1½ & 2in	43 00 45 00	No. 2	35 00 37 00
3 & 4 in	45 00 50 00	No. 3	24 00 26 00
Moulding boards, 7 to 11 inch clear	36 00 38 00	Cut ups, 1 to 2 in	24 00 30 00
60 per cent clear	34 00 36 00	Coffin boards	19 00 22 00
Fine common 1 inch	36 00 38 00	Common all widths	22 00 26 00
1¼, 1½ & 2 inch	38 00 40 00	Shipping culls 1 in	15 00 15 50
		do 1¼ in	15 50 16 50

Eastern Pine—Cargo or Car Load.

Nos. 1, 2 & 3	40 00@43 00	Clapboards, 4 ft., sap clear	40 00 45 00
4	28 00 30 00	Sap, 2nd clear	33 00 35 00
5	23 00 26 00	Heart extra	50 00 55 00
Ship'g bds & coarse	16 00 16 50	Heart clear	45 00 50 00
Refuse	12 00 13 50	Bevel siding 6in, clear	23 00 24 00
West'rn pine clapbds 4 ft. sap extra	45 00 50 00		

Spruce—by Cargo.

Scantling and plank, random cargoes	14 00@15 00	Coarse, rough	12 00 14 00
Yard orders, ordinary sizes	15 00 16 00	Hemlock bds., rough	12 00 13 00
Yard orders, extra sizes	15 00 18 00	" dressed	12 00 14 00
Clear floor boards	19 00 20 00	Clapbds., extra, 4 ft.	38 00 40 00
No. 2	16 00 17 00	Clear, 4 ft.	35 00 37 00
		Second clear	25 00
		No. 1	10 00 14 00

Lath.

Spruce by cargo	2 10@2 20

Shingles.

Spruce	1 25@1 50	Cedar, sawed, extra	3 25 3 50
Pine, 18 in. extra	4 00 4 25	Clear	3 00
Pine, No. 1	3 00 3 15	Extra, No. 1	2 50
		Cypress. No. 1, 18 in.	5 00

Oswego, N. Y.

OSWEGO, June 30th, 1890.

Three uppers, 1¼, 1½ & 2 inch	$43 00@45 00
Pickings, 1¼, 1½ & 2 in	35 00 36 00
No. 1 cutting up, 1¼, 1½ & 2in.	30 00 31 00
No. 2 cutting up. 1¼, 1½ & 2in	19 00 21 00
1 in strips, 4 to 8 wide, selected for moulding strips, 14 to 16 ft.	31 00 33 00
1x6 selected for clapboards	32.00 34 00

Siding.

1 in siding, cutting up piks & uppers	30 00@39 00	1¼ in selected	35 00@40 00
1 in dressing	19 00@21 00	1¼ in dressing	17 00 19 00
1 in No. 1 culls	14 00@16 00	1¼ in No. 1 culls	14 00 16 00
1 in No. 2 culls	13 00@14 00	1¼ in No. 2 culls	13 00 14 00
		1¼ in No. 3 culls	9 50 10 00

1x12 Inch.

12 & 16 ft, mill run	20 00 23 00
12 & 16 ft, No. 1 &2, barn boards	18 00 19 00
12 & 16 ft, dressing and better.	26 00 30 00
12 & 16 ft, No 2 culls	1500

1x10 Inch.

12 & 13 ft, mill run, mill culls out	19 00 20 00
12 & 13 ft, dressing and better	25 00 27 00
12 & 13 ft, No 1 culls	16 00 17 00
12 & 13 ft, No 2 culls	14 00 15 00
14 to 16 ft, mill run mill culls out	20 00 22 00
14 to 16 ft, dressing and better	25 00 27 00
14 to 16 ft, No. 1 culls	16 00 17 00
14 to 16 ft, No. 2 culls	14 00 15 00
10 to 13 ft, No. 3 culls	9 50 10 00

1 1-4x10 Inches.

Mill run, mill culls out	20 00@23 00	No. 1 culls	16 00@17 00
Dressing and better	25 00 30 00	No. 2 culls	14 00 15 00

1x4 Inches.

Mill run, mill culls out	17 00@19 00	No. 1 culls	13 00@14 00
Dressing and better	23 00 27 00	No. 2 culls	11 00 12 00

1x5 Inches.

6 7 or 8, mill run, mill culls out	19 00@21 00	6, 7 or 8, No. 1 culls	15 00@16 00
6, 7 or 8, drsg & better	24 00 28 00	6, 7 or 8, No. 2 culls	13 00 14 00

Shingles.

XXX, 18 in pine	3 60@3 80	XXX, 18 in cedar	3 40@3 70
Clear butts, pine, 18 in.	2 60 2 80	Clear butt, 18 in cedar.	2 40 2 70
XXX, 16 in pine	3 10 3 20	XX, 18 in cedar	2 00 2 10
Stocks cedars, 5 or 6 in.	5 00		

Pickets.

No. 1, 1¼x1¼	15 00	No. 2, 1x3	9 00 10 00
No. 1, 1x3	20 00		

Lath.

No. 1. ¼	2 20	No. 2, 1 1-4	1 80
No. 1 -4	1 60		

WANTED AND FOR SALE.

Announcements in this department will be inserted at the uniform rate of two cents a word for first 20 words and one cent for each additional word, payable in advance. For four or more consecutive insertions of the same advertisement a discount of twenty per cent. will be allowed. Each initial and figure counted as one word. Copy must reach this office by the 25th of the month to secure the appearance of the advertisement in the paper of the following month.

NOTICE—Splendid opening for any person wishing to go into the Saw-mill business. For sale in the town of Parry Sound, Steam Saw mill. New and good machinery. Also quantity of logs and some timber limits. For full particulars apply to S. & J. ARMSTRONG, McKellar, Ontario.

CASH paid for all kinds of hardwood lumber; give full particulars; car or cargo lots only. W. N. McEACHERN & Co., No. 3 dock, Toronto

HARDWOOD lumber, bought, sold or received on consignment, TUCKER DAVID, lumber commission merchant, 313 Eleventh Ave., N.Y.

$3,000 WILL BUY THE SINCLAIR saw mill, sash and door factory in Paisley—saw mill capacity about 10,000 feet per day; sash and door factory contains the usual machinery; the situation is good for getting in logs, being on the Saugeen river. For further particulars apply to HECTOR COWAN, barrister, Paisley.

WANTED—Elm 1¼ and 1½ inch: White and Black Ash, 1, 1¼, 1½ and 2 inch: Red, White and Burr Oak, 1 to 4 inch: Cottonwood, 1 inch: Chestnut, 1 and 1¼ inch: Balusters and Square Oak, Ash, Birch, Cherry and Walnut. Give full particulars regarding grade, thickness, how long in stock, and price delivered in New York City. C. G. HORTON, 34 West 24th Street, New York City.

FOR SALE—Timber Fortunes—I am sacrificing some estates—tracts 100 to 5,000 acres—perfect titles: oaks, gum, ash, cypress, for $1 per acre. Great chance for speculators and traders. Sold over 66,000 acres of these small groups within last four weeks. Lands are in Louisiana and above the overflow. Don't lose this opportunity. No options nor plats given out on these groups. W. H. HOWCOTT, New Orleans, La.

AGENTS WANTED—If you want to make Money, take hold and sell our choice Nursery stock. Now is the time, write us at once for terms. MAY BROTHERS, Nurserymen, Rochester, N.Y.

A BUSINESS OPPORTUNITY.

For Sale, Rent, or Partnership—sash and door factory and saw mill; adjoining the city; doing a good business and can be largely extended; first-class machinery and 60 horse-power engine, dry kiln, etc.; premises suitable for shipyard. For particulars apply to M. STRACHAN & SON, Kingston, Ont.

RAILS AND CARS FOR SALE.

Light Steel Rails for Tramways; good order. Cars for lumber, cheap.

JOHN J. GARTSHORE,
49 Front St. West,
Toronto.

FOR SALE CHEAP—SAW AND STAVE MILL.

In county of Essex—46 acres fine farming lands, good farm buildings—plenty of timber near: only 2½ miles from two different railways—terms easy—splendid bargain—must be sold. JAMES. S. LAIRD, P. L. S. Essex, Ont.

A. P. & W. E. KELLEY CO.

WHOLESALE Lumber dealers. Yards at Tonawanda and Chicago. Correspondence invited.

LAYCOCK LUMBER CO.

MANUFACTURERS of Pine, Hemlock and Oak Timber up to 35 feet in length. Saw Mills: Ackley, Pa., Black Rock, N. Y., Gravenhurst, Ont. Office, corner Main and Seneca Sts., Buffalo, N. Y.

WILLARD W. BROWN.

202 Main Street, Buffalo, handles all kinds of Hard Woods.

C. P. HAZARD.

WHOLESALE dealer in Lumber, Shingles, Lath and Fence Posts. Correspondence invited from the Canadian trade. No 92 River Street, Buffalo, N. Y

WHITE, RIDER & FROST.

WHOLESALE dealers in Michigan, Wisconsin and Canada Pine and other woods. Principal office, Tonawanda, N. Y.; branch office, New York City

COWPER & GREGORY.

RECEIVERS and Forwarders of Lumber, Lath, Shingles, &c. Unexcelled facilities for shipping by canal or rail. Tonawanda, N. Y.

A. M. DODGE & CO.

MANUFACTURERS of and Wholesale dealers in all kinds of Lumber, Lath and Shingles. Tonawanda, N. Y.

E. & B. HOLMES.

WHOLESALE dealers in Lumber and Timber. Office, Michigan and Canal Streets, Buffalo, N. Y.

CHEESMAN DODGE

TIMBER and Lumber Merchants. Ship and Boat stock, Railroad Ties, &c. Office, 16 West Seneca Street, Buffalo.

Buffalo Hardwood Lumber Co.

OFFICE and yard, 175 Louisiana Street, Buffalo. Holders of Hardwood stocks are invited to correspond.

EMMET FLEMING

INSPECTOR and Commission dealer in Lumber. Office, 251 Louisiana Street, Buffalo, N. Y.

THE TONAWANDA LUMBER CO.

MILLS at East Tawas, Mich.; office 106 Main Street, opposite N. Y. C. and H. R. R. R. Station, North Tonawanda, N. Y.

J. & T. CHARLTON

WHOLESALE dealers in Masts and Spars, Canada Round Pine, &c. Tonawanda, N. Y.

L. A. KELSEY LUMBER CO., (Ltd.)

MANUFACTURERS and dealers in Hardwood Lumber of all kinds. Describe stock and write for prices. Office Tonawanda, N. Y.

BOVEE & HOWDEN

MANUFACTURERS and Wholesale dealers in Hard and Soft Wood Lumber. Holders of Canadian stocks are invited to write for quotations. Offices at Tonawanda and Le Roy, N. Y.

IMPORTANT AUCTION SALE

Gilmour & Company's Mills and Limits on Gatineau and Trent Rivers.

Messrs. Gilmour & Co. will offer for sale by auction at the RUSSEL HOUSE, at the

CITY OF OTTAWA,

the whole of their valuable mills and limits, with plant, real estate, lumber, etc., on the

9th DAY OF APRIL, 1890

at 2 o'clock, p.m. The sale will be in parcels. For a full description of the parcels, list of chattels and details apply to either of the undersigned or at the offices ot the firm at Ottawa, Chelsea, Trenton and Quebec.

Dated 20th November, 1889.

ALLAN GILMOUR, Ottawa.
JOHN CILMOUR, Chelsea, Quo.
DAVID GILMOUR, Trenton.
J. D. GILMOUR, Quebec.

POSTPONEMENT.

GILMOUR MILLS AND LIMITS.

The sale of the above properties, advertised to take place on the 9th April, is postponed until the

31ST JULY, 1890,

when they will be put up without further postponement at the same hour and place.

Dated 5th April, 1890.

ALLAN GILMOUR.
DAVID GILMOUR.
JOHN GILMOUR.
J. D. GILMOUR.

IMPORTANT AUCTION SALE!

The Scottish Carolina Timber and Land Company's Mills, Limits, Real Estate, etc., situated in Western North Carolina and East Tennessee.

☞The whole of these **VALUABLE PROPERTIES**, as previously advertised, to be sold by Public Auction on the 21st of May, at Knoxville, Tenn., will be put up for sale at the same hour and place on

Wednesday, 6th Aug., 1890.

Without further postponement and absolutely without reserve if not previously disposed of by private contract. For a full description of the parcels, list of chattels and details, apply to

WILLIAM PAGE,
Knoxville, Tenn.

IMPORTANT SALE

OF

TIMBER ✲ LIMITS.

The estate of the late David Moore will offer for sale at Public Auction at the Russel House, in the City of Ottawa, on

TUESDAY, 28th OCTOBER, 1890

at three o'clock in the afternoon the following valuable timber limits:

PARCEL No. 1.—400 square miles on Kippewa river, in the province of Quebec, and being berths Nos. 57, 56, 47, 46, 65, 64, 62, 63.

PARCEL No. 2—Berths No. 3 on the north shore of Lake Huron in Ontario, license No. 103 of 1889-90. Area, 36 square miles.

PARCEL No. 3 --Berth No. 1, township of Springer in Ontario, license No. 104 for 1889-90. Area 34 square miles.

PARCEL No. 4.—Berth No. 15 on the north shore of Lake Huron, in Ontario, license 105 of 1889, Area, 36 square miles.

The purchaser will be bound to take the supplies on each limit according to schedule and valuation.

For terms and conditions of sale apply to E. D. Moore, Esq., Hull, and to the undersigned.

CHRISTIE & CHRISTIE,
J. R. FLEMING. Solicitors,
Advocate, 110 Wellington st., Ottawa.
353 Sparks st., Ottawa.
5th February 1890.

Steam Saw-mill

FOR SALE.

THE subscribers offer for sale their steam saw mill at Deux Rivieres, consisting of a complete set of machinery, carriage to saw 50-foot lengths, friction bull wheel, swing butting saw and double edger with shafting, pulleys and belting, rollers and saws. Engine, boiler and pump complete. Cutting capacity 15 to 20,000 feet per day of 11 hrs.

Also a shingle machine and planer and matcher, together with waterwheel belting, shafting, pulleys, etc.

The above machinery is in first-class order and will be sold in conjunction with the building in which it is placed or separately as may be desired.

Apply to
A. & P. WHITE.
Pembroke.

MACHINERY FOR SALE

LIST [illegible]

A. W. PETRIE, [illegible]

ONE [illegible]

FINE [illegible]

ONE [illegible]

ONE [illegible]

ONE [illegible]

TWO [illegible]

TWO [illegible]

ONE [illegible]

ONE [illegible]

ONE copper-riveted [illegible]

TWO copper rye [illegible]

TWO [illegible]

ONE sugar or sorgum mill.

ONE [illegible] leather splitter

ONE steam rock drill.

ONE [illegible]

ONE fruit evaporator.

ONE Caligraph typewriter.

ONE clover thrasher and huller.

ONE ditching machine.

ONE Wizard sulky plow.

ONE hosiery or bobbin winder.

ONE set scouring rolls.

ONE Chase flock cutter.

ONE lot press plates.

TWO meat choppers.

ONE large clothes mangle.

ONE shooting gallery tube.

ONE small bone mill.

ONE run 42 inch buhr stones.

10 water wheels, different sixes and makes.

ONE lot spur and bevel gears.

ONE lot shafting, hangers and pulleys.

ONE lot balance wheels.

ONE set cheese box machinery.

ONE lot Cook's patent levels.

TWO steam fire engines.

FIVE hand fire engines.

TWO hose carts.

EIGHT steam pumps.

ONE No. 10 centrifugal pump.

THREE hydraulic rams.

ONE champion spark arrester.

ONE lot lifting jacks.

ONE lot new portable forges

I also have Engines, Boilers of all sizes, Iron and Wood-Wood Machinery. Send for descriptive list. H. W. PETRIE, Brantford and Toronto.

VALUABLE MILL PROPERTY FOR SALE.

THE SAW MILL formerly owned by E. Dunstan, better known as the Hickory mill, situated on Maidstone avenue, in the town of Essex. The property consists of one and three-quarter acres of land, frame mill, in good repair, machinery been running until very recently, and all in first-class order. There is also a spoke machine in good running order, good supply of water, favourable location; spur from Michigan Central railroad running into yard; good roads. Small payment, in cash; balance, with approved security, on terms to suit purchaser. For further particulars apply, CLARKE & WISMER, Barristers, etc., Essex.

T. SHORTISS,

DEALER IN

PINE & MINERAL LANDS

9 Toronto Street,

TORONTO, - - ONT.

CORRESPONDENCE SOLICITED.

RUBBER BELTING

MONARCH, RED STRIP AND LION BRANDS.

MANUFACTURED BY

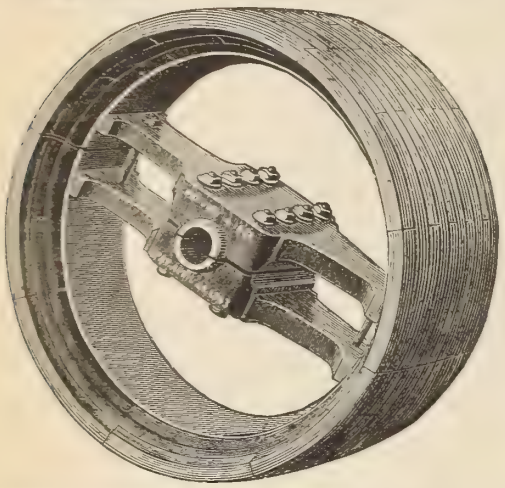
THE GUTTA PERCHA & RUBBER MANUFACTURING CO. OF TORONTO.

OFFICE, 43 YONGE ST. TORONTO. FACTORIES AT PARKDALE, ONT.

WRITE FOR DISCOUNTS.

- DODGE PATENT -

Wood Separable or Split Pulleys

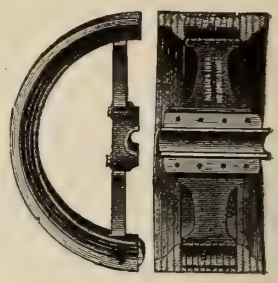


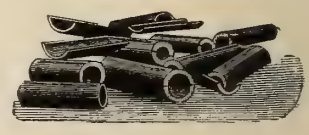
Best Belt Surface, Lightest, Strongest, Best Balanced and Most convenient Pulley in the World.

In Comparing Prices of Pulleys, please note the following :

1. Our list is lower than most others.
2. Every Pulley is a Split Pulley.
3. Every Pulley is guaranteed to transmit from 25 to 60 per cent. more power than an iron with the same tension of belt.
4. Our Pulleys are 70 per cent. lighter than iron pulleys.
5. The fastening does not mar the shaft.
6. They are perfect in balance.
7. They can be used on many different sizes of shafting.
8. They are the most thoroughly made wooden pulleys in the world.
9. And the hansomest pulley on the shaft.
10. No chances to take. Every pulley as represented or no sale.

Order a Sample Pulley after which you will have no other.





Every Pulley is a Split Pulley.

Made in any size from 9 inches to six ft. diameter with original bores of 3 and 3½ inches, bushings to be used for intermediate sizes ; larger bores to order.

WE ALSO MANUFACTURE

Wooden Grooved Pulleys for the Transmission of Power by Manilla Rope.

Under the Dodge Patent System from 5 to 500 H. P. State power to be transmitted, speed of shafts, relative position of shafts, distance between shafts, and we can furnish a clear estimate.

With our Patent ushing System

Every pulley will fit 22 or more different sizes of shafting, therefore, 200 of our Pulleys and an assortment of bushings represent as many as 4,000 iron pulleys, a great advantage to dealers carrying stock.

Apply for particulars to

THE DODGE WOOD SPLIT PULLEY Co., Toronto.

F. J. DRAKE,

PATENTEE AND MANUFACTURER OF

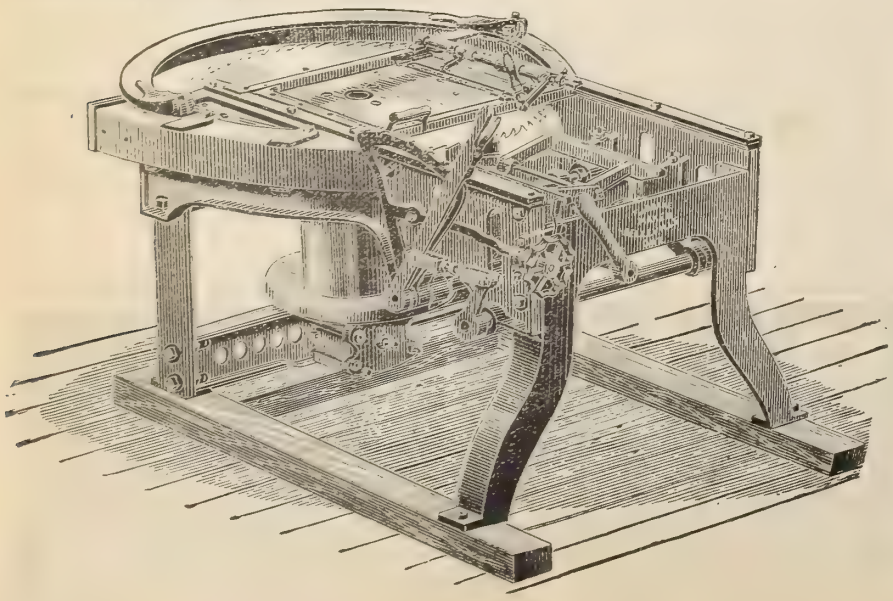
SAW, SHINGLE AND LATH MACHINERY

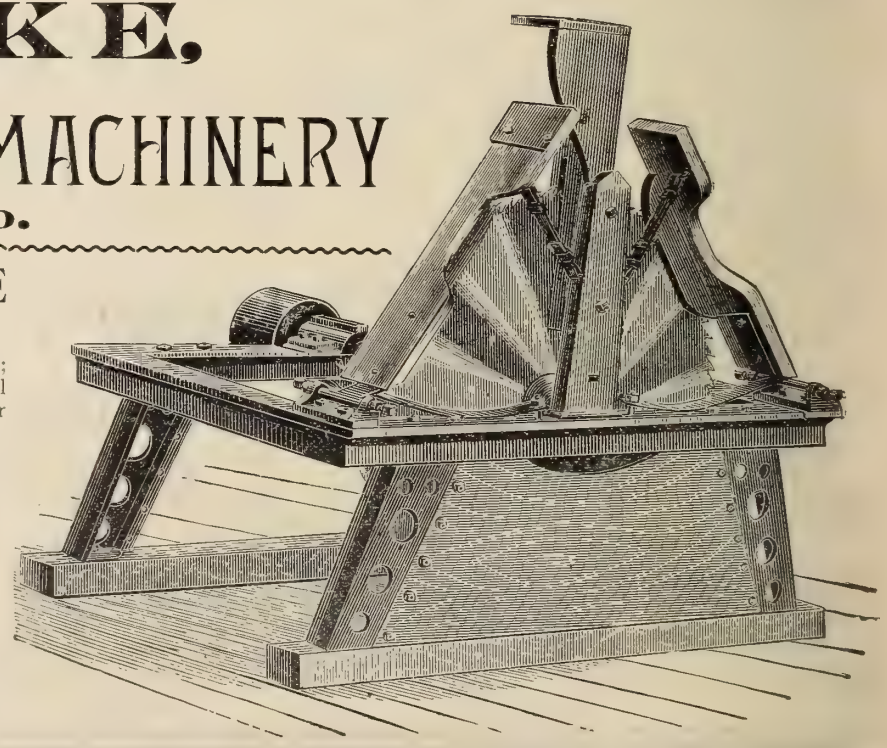
Belleville, Ontario.

DRAKE'S PATENT DAUNTLESS SHINGLE AND HEADING MACHINE

Capacity from 25,000 to 50,000 per day.

The frame of iron throughout, very heavy and rigid, strongly bolted and braced ; carriage very light and strong, made of forged cast steel saw plate, running on steel ways or tracks; will take in a block 18 inches wide and 19 inches long, adjustablefor 16 inch or 18 inch shingles.





Drake's Improved Shingle Edger.

With 40 inch saw will make more No. 1 Shingles from the same quantity of timber than any Wheel Jointer in existence.

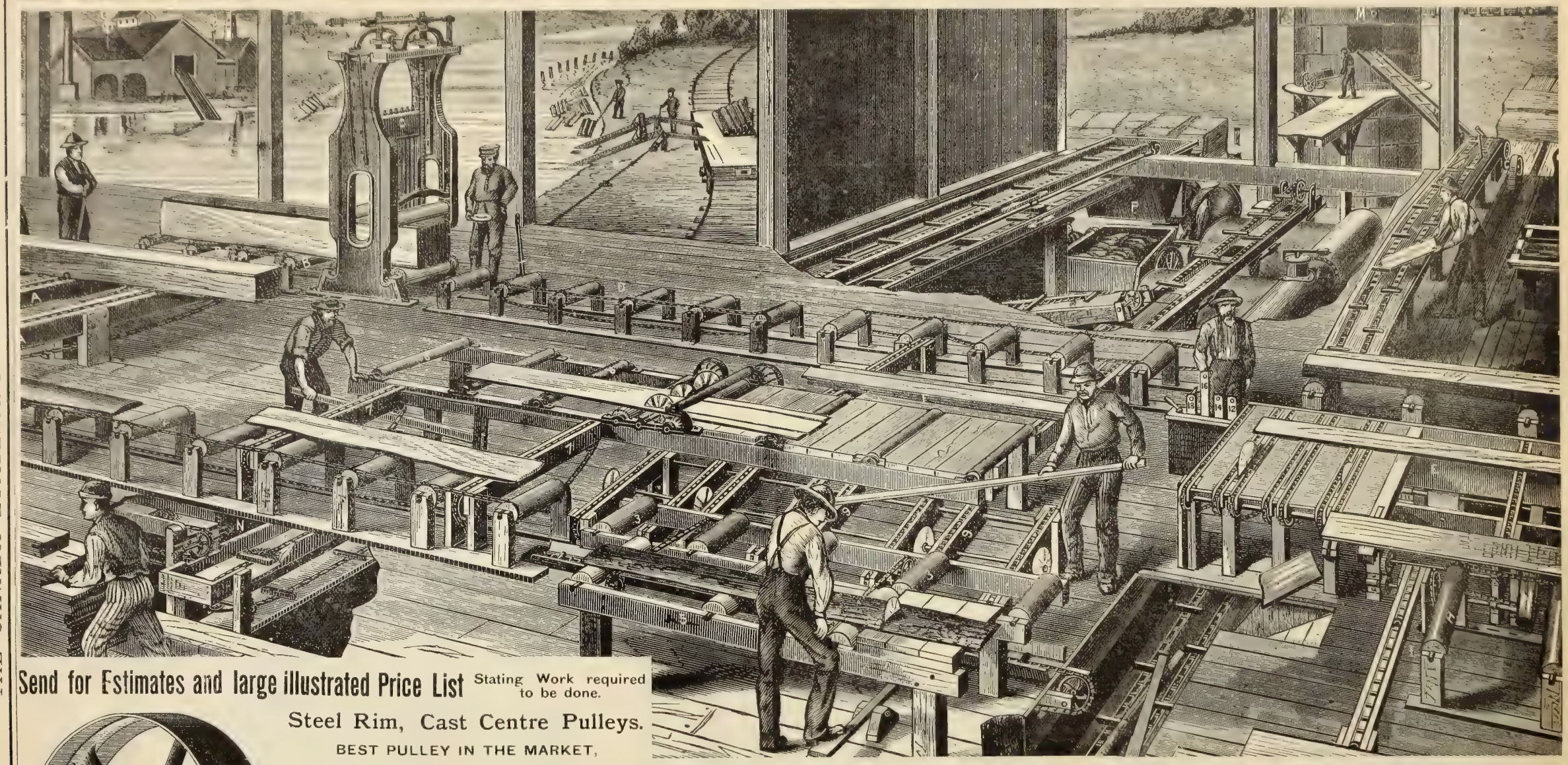
It has a heavy iron frame made for two operators, two inch steel saw arbor, with extra long bearings; driving pulley 8 inches diameter, 7 inch face, saw 40 inches diameter, 16 gauge, speed, 1,600 per minute.

Mill men who have once used this machine will not use any other. For capacity, removing sap-knots, rot or any other imperfections, for making parallel shingles and economy of stock, it is superior to any other.

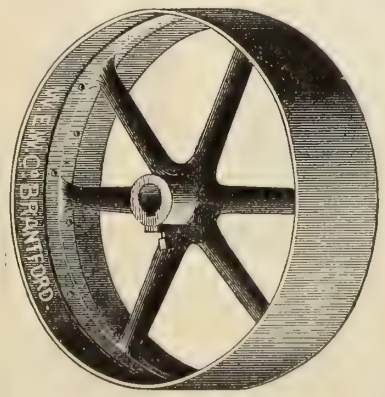
Also manufacturer of other kinds of Shingle Jointers, both self-acting and hand-feed Shingle Machines, Packing Boxes, Drag Saw Machines, Bolters, Stationary and Portable Saw Mills, Double Edgers, Single Edgers, Slab Saw Rigs, Bull Wheel Rigs, Lath Machines, Lath Bolters, in fact a general line of Mill Machinery, with Pulleys, Shafting, &c. Satisfaction guaranteed in all cases. Send for estimates on anything required, and the same will receive immediate attention.

EWART LINK BELTING

For Conveying and Handling all the Products of the Forest, Farm and Mine.



Send for Estimates and large illustrated Price List Stating Work required to be done.



Steel Rim, Cast Centre Pulleys.

BEST PULLEY IN THE MARKET,

Though 25 to 40% lighter than cast pulleys, are stronger, and will transit more power. Saving of weight is made in rim when it is most desirable. Rims cannot be broken or chipped in transit. The pulleys roundness is preserved by the continuous cast iron inner rim.

FURNISHED IN ALL SIZES.

24 to 60 inches in diameter, any face. Increasing by inches: 60 to 84 inches, increasing by 2 inches; 90 to 144, increasing by 6 inches. All pulleys over 9 feet must be in halves.

MADE SINGLE AND DOUBLE ARM, SPLIT, CLAMP HUB OR SOLID WEB.

A. A. BENSON,
718 Craig Street, Montreal.

W. A. ROSS,
30 St. Paul Street, Quebec.

Steel Rim Patent Friction Grip Pulleys

Furnished for any work and guaranteed instant in action, thoroughly reliable under all circumstances.

FRICTION GRIP CUT-OFF COUPLINGS.

PLAIN SPLIT CAST PULLEYS.

Adjustable Drop and Post Hangers,

For wood or iron posts, with bearings adjusted automatically to the motion of shaft. Send specifications for our best prices

Waterous Engine Works Co.

BRANTFORD, CANADA.

Winnipeg, Manitoba.

COPPERINE

The Millwrights and Engineers Safeguard.

Machinists'

Specialty.

No Hot Boxes. Stands any weight or motion. Best and cheapest metal known for Machinery Journal Bearings. Reliable Machinists use no other. To be had at every enterprising Hardware Sstore in the ominion.

ALONZO W. SPOONER, Patentee and Manufacturer, PORT HOPE, ONT

The Casselman Lumber Co.

CASSELMAN, ONT. Successors to FLATT & BRADLEY.

ESPECIAL GOOD FACILITIES FOR SHIPPING.
HEMLOCK BILL STUFF OF EXCELLENT QUALITY.

ALSO MANUFACTURERS OF

PINE, SPRUCE, ASH, MAPLE AND OTHER HARDWOODS.

CORRESPONDENCE SOLICITED.

THE RATHBUN COMPANY,

DESERONTO, - - ONTARIO,

MANUFACTURERS OF

Doors, Sash, Blinds, Stairs

AND ALL KINDS OF WOODEN HOUSE FINISHING MATERIALS.

CEDAR OIL FOR PURGING BOILERS

CORRESPONDENCE SOLICITED

PETER GERLACH & COMPANY,

MANUFACTURERS OF

Aligator Chisel-Bit Saws.

THE CHAMPION STAVE, HEADING AND SHINGLE MACHINES, ICE TOOLS AND MILL SUPPLIES

CLEVELAND, - - - OHIO.

F. PARKIN

Galt File Works

GALT, ONT.

MILL FILES A SPECIALTY.

Write for Price Lists and Mention this Journal.

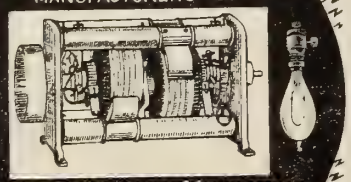
SCRIBNER'S LUMBER AND LOG BOOK

Over One Million Sold.

MOST complete book of its kind ever published. Gives measurement of all kinds of Lumber, Logs, Planks, Scantling; cubical contents of square and round Timber; hints to lumber dealers; wood measure; speed of circular saws; care of saws; cord-wood tables; felling trees; growth of trees; land measure; wages, rent, board, interest, stave and heading bolts, etc. Standard book throughout the United States and Canada. Get the new illustrated edition of 1882. Ask your book-seller for it. Sent post-paid for 35 cents.

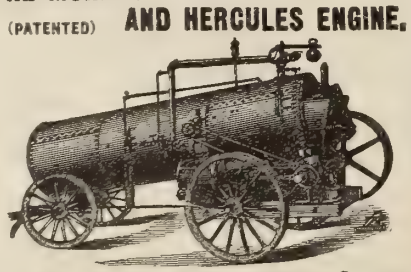
G. W. FISHER, Box 238, Rochester, NY
or A. G. MORTIMER, Toronto, Ont.

THE BALL ELECTRIC LIGHT Co. LD.
MANUFACTURERS OF



ELECTRIC LIGHTING APPARATUS
57, ADELAIDE ST. W.
TORONTO
ONT.

THE MONARCH BOILER (PATENTED) AND HERCULES ENGINE.



Portable from 6 to 70 horse power. Surpass portable steam power heretofore produced for strength, durability, compactness, and the ease with which they can be moved.

The 70 horse power can be taken over the roughest roads, or into the forest, and set up as easily and quickly as an ordinary 20 horse power portable engine, and as firm as a brick-set stationary engine. Engines and boilers of every size and description. Rotary Saw Mills, Shingle and Lath machines, Law Grinders, Planers, etc. Mill machinery and supplies of every description. Every boiler insured against explosion by the Boiler Insurance & Inspection Co. of Canada. Write for circulars.

A. ROBB & SONS, Amherst, N.S. | Amherst Foundry and Machine works.

ESTABLISHED OVER 40 YEARS.

LUMBER

TRUCK * WHEELS.

The Montreal * Car Wheel Co.

MANUFACTURERS OF

CHARCOAL IRON CHILLED

RAILROAD WHEELS

Offices: New York Life Insurance Building, Montreal.

Works: Lachine, Quebec.

WE make a Specialty of Wheels suitable for the requirements of Lumbermen and Street Car Service, and can supply them Bored, Finished and Balanced.

CORRESPONDENCE SOLICITED

MARK H. IRISH

Broker and Commission Agent.

Special attention given to buying and selling Saw Mills, Timber Limits and Mineral Lands

In the United States and Canada.

NO SALE NO COMMISSION.

Room 12 Mail Building, Toronto, Ont.

CORRESPONDENCE SOLICITED.

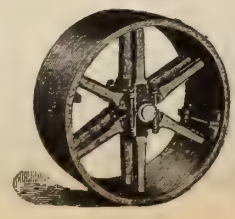
J. J. TURNER,

Sail, Tent and Awning Maker,

251 GEORGE AND 154 KING STREETS.
PETERBOROUGH.

Canoe, Yacht and Boat Sails made to order. Perfect Fits guaranteed.

Every description of Lumbermen's Supplies and Waterproof Clothing.



Menasha Hickory Pulleys

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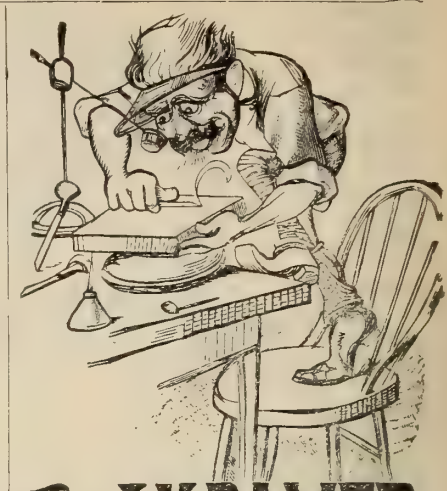

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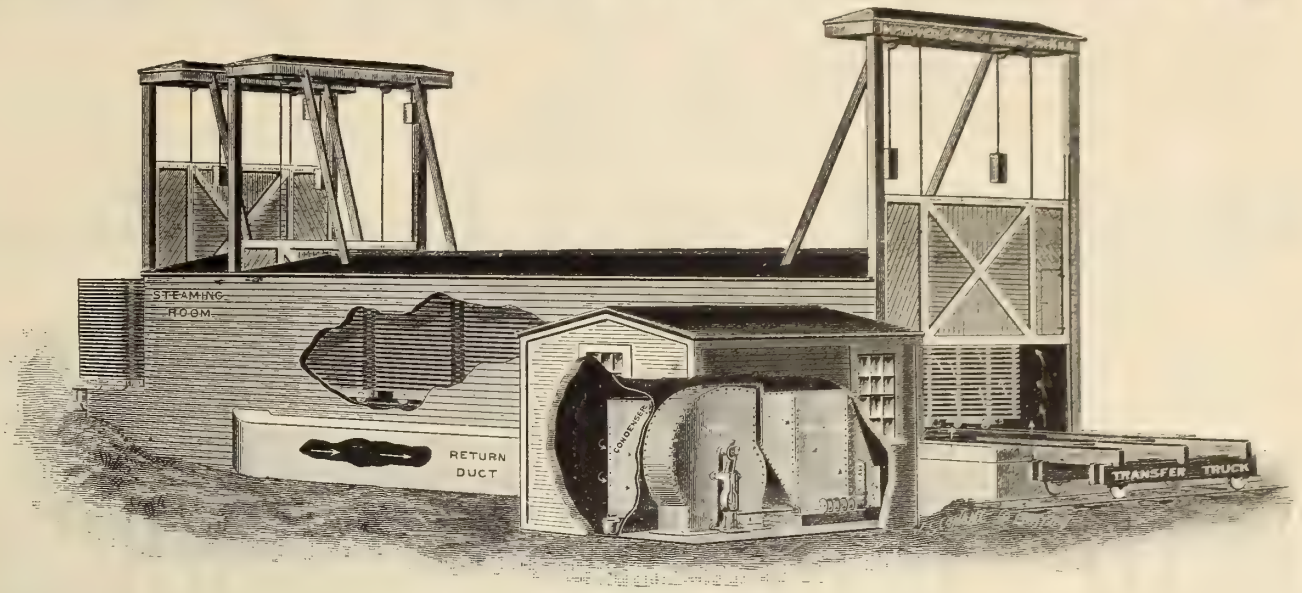

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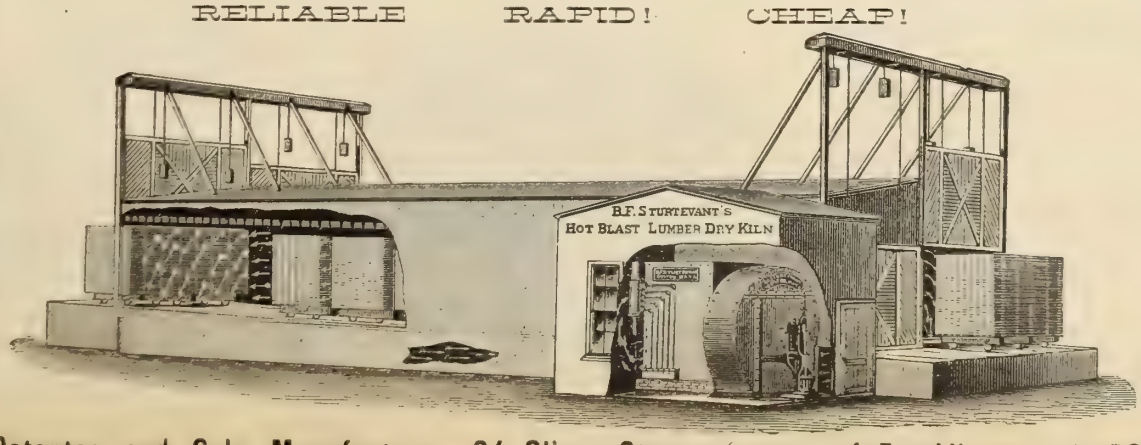

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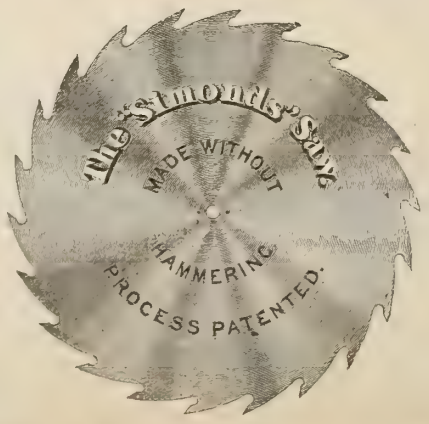
Fully Equal to any on the Continent.



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St. Lawrence Canals. *Rapide Plat Division.*

NOTICE TO CONTRACTORS.

SEALED TENDERS addressed to the undersigned, and endorsed "Tender for the St. Lawrence Canals [illegible] Rapide Plat," will be received at this office, until the arrival of the eastern and western mails on *Wednesday the 23rd day of July* next, for the construction of a lift lock, weirs, etc., at Morrisburg and the deepening and widening cut at the Rapide Plat Canal. The work will be divided into three sections, each about a mile in length.

A map of the locality, together with plans and specifications, of the respective works, can be seen on and after *Wednesday the 9th. day of July* next, *at this office*, and at the Resident Engineer's Office, Morrisburg, where printed forms of tender can be obtained.

In the case of firms there must be attached to the tender, the actual signatures of the full name, the nature of the occupation and residence of each member of the same, and, further, an *accepted cheque* on a chartered bank in Canada for the sum of $6,000, must accompany the tender for section No. 1. and an *accepted cheque* on a chartered bank in Canada, for the sum of $2,000 for each of the other sections.

The respective *accepted cheques* must be endorsed over to the Minister of Railways and Canals, and will be forfeited if the party tendering declines entering into contract for the works at the rates and on the terms stated in the offer submitted. The cheques thus sent in will be returned to the respective parties whose tenders are not accepted.

This department does not, however, bind itself to accept the lowest or any tender.

By order,
A. P. BARDLEY,
Secretary.

Department of Railways and Canals,
Ottawa, 13th June, 1890.

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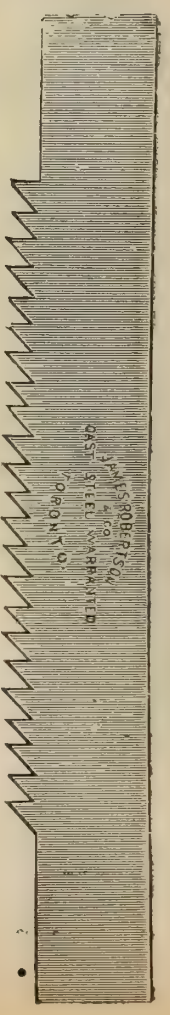


THE CANADA LUMBERMAN.

VOLUME XI. NUMBER 8.

TORONTO, ONT., AUGUST, 1890.

TERMS, $1.00 PER YEAR. SINGLE COPIES, 10 CENTS.

THE CANADA LUMBERMAN

PUBLISHED MONTHLY BY

ARTHUR G. MORTIMER,

OFFICE:

RICHMOND CHAMBERS, 11 AND 13 RICHMOND STREET W.

TORONTO, ONTARIO.

TERMS OF SUBSCRIPTION:

One Copy one Year, in Advance, - - - - - $1.00
One Copy six months, in Advance, - - - - - 50

Advertising Rates Furnished on Application.

THE CANADA LUMBERMAN is published in the interest of the lumber trade and of allied industries throughout the Dominion being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion of them by others.

Especial pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world so as to afford to the trade in Canada information upon which it can rely in its operations.

Special correspondents in localities of importance present accurate report not only of prices and the condition of the market but, also of other matters specially interesting to our readers. But correspondence is not only welcome but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way effecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the truth. Any items of interest are particularly requested for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN with its special class of readers is not only an exceptionally good medium for securing publicity but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements which will be inserted in a conspicious position at the uniform price of 15 cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for three successive issues or longer.

Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade or specially interested in it, who should not be on our list thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

THE managers of land and improvement companies, boards of trade, and citizens generally, should give all possible encouragement to new enterprises offering employment to the working class. Every new saw mill, furniture factory, planing mill, machine shop, or new enterprise of whatever description, giving employment to labor, is an advantage to any community where such establishments are needed, and should be encouraged by every legitimate means.

PULP manufacturers are deeply interested in an electrical method of reducing wood in the manufacture of pulp. By this new process it is claimed that the fibre is manufactured so cheaply that the entire pulp business will be revolutionized, and the digesters now in use will be driven out of use. Kelner, in Germany, has been experimenting for several years with electricity in this direction, and is said to have succeeded in perfecting the process. A patent has been applied for in the United States.

"I NOTICE one thing," says an observant manufacturer, "and that is hardwood logs, especially oak, that have been placed in the water immediately after cutting and allowed to thoroughly soak, make brighter lumber, with less tendency to sap stain, than that from logs that are left on the ground for several months. I find, also, that in green logs, if sawed immediately after cutting, and the lumber is thoroughly steamed preparatory to placing it in the dry kiln, the same results will be obtained, greatly enhancing the value of the lumber for fine finishing purposes."

AUTHORITY has been granted by the Newfoundland legislature for the granting of lands from five to fifty miles in extent for a period of 99 years, the timber on which may be used for manufacturing wood pulp. Large areas of stunted timber, principally spruce and fir, are to be found in Newfoundland which is admirably adapted to the making of pulp. A company has been formed at St. John, some of whom are English capitalists, and it is expected that they will go into the business on a large scale.

FORESTS of evergreen trees are conveniently situated in Manitoba, where magnificent spruce woods are separated from an existing main line of railway by only twenty or thirty miles of level prairie, with the extensive and rapidly filling country to the north, and to which settlement the railway could soon be extended, where, north of the mountains, fresh forests of spruce would be reached and other resources developed. Experienced and wealthy Ottawa lumbermen have had men engaged for months every summer ranging those rich forests of spruce, securing timber limits.

THE Dundas *Standard*, an ably conducted weekly, has the following good words to say of this journal:—"The CANADA LUMBERMAN, formerly published at Peterborough, has removed to the centre of trade in this province, Toronto. This excellent journal, devoted to the lumber trade and allied industries, is the only representative of the business in Canada, and it is not too much to say that it is a credit not only to the section of trade it represents but to the journalism of this country as well. Mr. Arthur G. Mortimer, the editor and publisher, is the right man in the right place, and any interested should send their $ in at once. They will get their value."

A MEETING of the creditors of S. & J. Armstrong, McKellar, Muskoka, was held at the Walker House on July 3rd. The firm commenced business in 1870, as general dealers and lumbering merchants. In 1881 they claimed to be worth over $20,000, but a couple of years later they affected a compromise with their creditors for 50 cents on the dollar. In August last they asked for an extension of time, which was granted. It is said their liabilities are now about $20,000, and in a circular which they have issued they state they will not be able to pay 100 cents on the dollar. William Beattie, of Parry Sound, is the largest creditor, being interested to the extent of over $4,000 and the others are mostly in Toronto. An offer of 50 cents on the dollar was made and after looking carefully into the matter the creditors decided to accept. It is therefore likely the firm will continue business under this arrangement.

IN a paper read before the recent inter-national conference of state boards of health, held at Nashville, Tenn., Dr. P. H. Bryce, of Toronto, speaking of the protective and climatic influence of forests, states that it is a matter of not only national solicitude and state concern, but also of individual interest, that the strongest possible pressure by means of the press and personal influence be brought to bear on legislatures, national and local, with a view of initiating some broad and comprehensive scheme for nationalizing all the territory of the great watersheds, and for the appointment of forest officers, both state and federal, with extended executive powers, who shall survey the whole areas, lay out reservations where needed to protect valleys and their towns and cities, and to extend the work already initiated of a general tree planting and cultivation. Dr. Bryce gives his reasons at length for believing that cyclones, water spouts, hailstorms, etc., which are increasing in frequency and destructiveness, result directly from the clearing away of the forests, and should their destruction continue he thinks the permanency of spring and deep water courses will soon be affected.

BENEATH the foundations of Savoy palace, London, oak, elm, beach and chestnut piles and planks were found in a state of perfect preservation, after having been there for 650 years. While taking down the old wall of Tunbridge castle, Kent, there was found in the middle of a thick stone wall a timber curve, which had been enclosed for 700 years. Some timber of an old bridge was discovered while digging for the foundation of a house at Ditton park, Windsor, which ancient records incline us to believe were placed there prior to the year 1296. The durability of timber out of ground is even greater still. The roof of the basilica of St. Paul, at Rome, was framed in the year 818; and now after more than a thousand years, it is still sound, and the original cypress wood doors of the same building, after being in use more than 600 years, were, when replaced by others of brass, perfectly free from rot or decay, the wood retaining its original odor. The timber dome of St. Mark, Venice, is still good, though more than 850 years old. The roof of the Jacobin convent at Paris, which is of fir, was executed more than 450 years ago.

"The report that Canada proposes to remove the export duty from logs in return for the reduction of the duty on Canadian lumber to $1 dollar per thousand is viewed with much distrust by lumbermen in the Saginaw Valley. It is a doubtful story. The Canadian parliament has never yet conceded anything that the Canucks could evade or avoid. Such action, however, would be greeted with satisfaction as well as surprise says a Michigan man."

The above extract is taken from the *Lumber Trade Journal*, of Chicago, a first-class paper in its line, but like its contemporaries, a little too much inclined to throw mud at anything Canadian. The statement that "the Canadian parliament has never conceded anything that Canucks could evade or avoid" is simply rot. Whenever it has been necessary for the two countries to discuss commercial relations on any subject the Canadian government has invariably shown a disposition to do its share towards bringing about the desired results. In fact, as a rule, it has gone more than half way and made concessions which were not in accordance with the sentiment of our people. So far as the question of the export duty on logs is concerned, such duty was found necessary to counteract the effect of the import duty on our lumber, and had not the import duty been in force, no duty on our logs would have been thought of. Once let the American government abolish the duty on our manufactured lumber and there is no question but what the export duty on logs will soon be a thing of the past. Fair and honest dealing is all we want, and we have no hesitation in saying that any action on the part of Congress to bring about a freer exchange of lumber products will be heartily seconded by the Dominion parliament. We have shown no disposition towards hoggishness in this country, which is more than we can say of our neighbors across the border.

THE alarming number of fires which are continually occurring in the saw and planing mills of this country, and the fabulous amount of property which goes up in smoke should be a warning to mill owners not to neglect keeping a full line of insurance on their property. The words "no insurance" or "insurance very small" are too often to be found in reports of such occurrences. Fire insurance has saved many an unfortunate lumberman from utter bankruptcy, and has enabled the parties to continue business successfully. The most successful lumberman keep well insured at all times, and

consider fire insurance an absolute necessity. Fire is the most destructive element the lumberman has to contend with, and all the automatic sprinkling arrangements, hose, or fire extinguishers, are no guarantee whatever against fire, and give no assurance that mill and lumber will not be a pile of ashes some morning when least expected. The same care should be exercised in investigating the standing of insurance companies as is shown in giving a line of credit to customers, and policies carefully watched and not allowed to lapse. Saw mills are a hazardous risk at best, and the rate of insurance is necessarily high, and companies making extremely low rates are to be avoided. Put the mill in shape to meet the requirements of the old line companies, and accept policies only from sound and solvent concerns.

THE receipt of a copy of the Prize List for this years' Toronto Industrial Exhibition, which is to be held from the 8th to the 20th of September next, reminds us that the fair season is again fast approaching. The Prize List shows the addition of many new classes and a large increase in the amount offered as premiums. Toronto offers many attractions to visitors during the season, but the greatest of all is its annual Exhibition which this year promises to be greater and better than ever. A copy of the Prize List can be obtained by any of our readers, who may desire one, by dropping a post card to Mr. H. J. Hill, the Secretary at Toronto.

THE following estimates of Forestry interests of the United States, have recently been compiled :

Acres covered with wood growth, or 26 per cent. of total land area		450,000,000
Acres cut over annually		25,000,000
Wood consumed annually :		
Timber and lumber, cubic feet	4,800,000,000	
Railroads " "	500,000,000	
Mining timber " "	150,000,000	
Fences " "	500,000,000	
Export " "	150,000,000	
Fuel " "	18,000,000,000	
Total cubic feet	24,000,000,000	
Value of wood consumed annually		$1,000,000,000
Timber lands belonging to U.S. Government acres		70,000,000
Value of timber reported stolen from public lands		$36,719,935
Amount recovered during same period		$478,073
Saw mill capacity of the U. S., ft. B. M.		60,000,000,000

A San Francisco lumberman, referring to the proposed rafting of lumber to that city, says : "The lumbermen of San Francisco have been considering the matter of rafting timber from the Columbia River and ports on Puget Sound to San Erancisco. By floating the lumber from Puget Sound down the coast, the cost of freight will be lessened considerably. The rafts will contain about as much as half a dozen ships can carry, and can be handled at about one-sixth of the usual cost. The danger of loss is the only drawback, but huge rafts have successfully weathered the Atlantic waves, and we believe success will attend similar efforts on the Pacific. The Eastern plan of building ocean lumber rafts will be adopted. If this should prove successful many settlers along the Columbia River will be enabled to market their lumber without difficulty. They will ship it to a raft station and there dispose of it. This will revolutionize the entire lumber business of the Northwest. The best timber in the land is found in Washington, but little profit is now made from it owing to its distance from the center of population."

MR. JUSTICE MACMAHON, on July 24th, handed out his judgment in the case of Harris & Watson. The action was tried before him without a jury at Toronto on the 12th and 31st days of May last, and was brought to recover $800, the amount of a promissory note made by the defendant in favor of the plaintiff, payable six months after date. The defence set up was failure of consideration and a counter claim was pleaded, claiming $400 and damages against the plaintiff. On the 15th of June, 1889, the defendant entered into a contract to buy some 4,000 saw logs, represented by the plaintiff to be in Head river, in the township of Digby, County Victoria. The defendant was to pay $1,200 for the said logs, and the defendant at the time of entering into the contract paid to the plaintiff $400 in cash and gave his note for $800 at six months. On the day on which the contract was entered into it is alleged in the defence that not more than one-fourth of the said logs were then at the place represented, the greater portion of the logs having been carried down the stream by a drive which had passed down the river some days prior thereto, and that the plaintiff was not in a position to make delivery of the logs. It is also alleged that the plaintiff represented that the said Head river was situated near Uxbridge. and that on said river situated close to the proximity to said logs there was a saw mill at which the logs could be sawn up into lumber, and that this was untrue. Judgment is directed to be entered for the defendant after the first day of next sittings of the Divisional Court, dismissing the plaintiff's action with costs ; also that judgment be entered for the defendant on his counter-claim against the plaintiff for the sum of $209.11 with costs.

THE lumber trade at Ottawa as well as at other points along the valley is remarkably dull as compared with the season of last year. The English market at present is very quiet, and the United States market is only fair, as American dealers will not buy for future delivery until they know whether the McKinley Tariff bill is going to become law or not. The South American trade is *nil*, as the collapse of several financial institutions has made the business of exporting lumber to that country very risky. Very little lumber will be sent to the Argentine Republic until the financial crisis is over. At this time last year the Chaudiere mills were in full blast day and night, while this summer only about half the mills are running night watch The slackness in trade will probably affect the cut close on to 100,000,000 feet. In the meantime the piling grounds are very much congested, and becoming more so with every day's cut, and if the lumber merchants had a sufficiency of piling grounds they do not feel justified in going on piling up lumber until they have some definite idea of the future prospects of trade. The stoppage of night work deprives some seven or eight hundred men of employment, and quite a number of men have left to seek work elsewhere. It is evident that the square timber business has been overdone, as the demand is not commensurate with the supply. It is stated on good authority that there will be little or no square timber made during the coming winter owing to the large quantity turned out last winter and the slow demand for it this summer. The present indications are that not over one-fourth of the timber on hand will be disposed of this season and the balance will have to be wintered over.

THERE is no disguising the fact that the supply of timber in the Ottawa region is becoming rapidly smaller year by year. In two decades, or perhaps less, this region will be almost deserted by the hardy woodman, and although the timber resources of northern Ontario are by no means depleted, it is to the Pacific slope that our lumbermen will in the future have to look for an inexhaustible field for their work. The State of Washington and British Columbia are the coming lumber regions. Already many of our Canadian lumbermen are turning their wistful eyes towards the setting sun. Of British Columbia much has been said of its wonderful timber resources. Washington State lying immediately to the south of British Columbia, in the western part between the Cascade Mountains on the east, and the Pacific Ocean on the west, is the heaviest growth of timber in the United States. The causes which have led to its greatest density are to be found in the large amount of annual rainfall and the mildness of the climate. There are no heavy frosts or extremely cold weather to interfere with the trees, nor is the summer heat sufficient to deprive the ground of the necessary moisture. The timber belt of Washington includes the whole extent of land from the Cascade Mountains to the ocean, and from Columbia River on the south to the British line on the north, an area equal to that of the State of Iowa. It is estimated to contain one hundred and seventy-five billion feet. Most of this timber will cut from twenty-five thousand to as high as sixty thousand feet to the acre. It is composed chiefly of fir and cedar, the former growing to a height of two hundred and fifty feet, with an average diameter of four feet. These magnificent timbers are shipped to all parts of the world, while sawed lumber from this region is sent to California, South America, Europe and Asia, and its famous cedar shingles are encroaching upon the markets of the east. The cut of Washington's mills now covers about two million feet per day, yet it will be over one hundred years before this vast timber country will perceptibly feel this immense consumption of its supplies. The Pacific Coast is the timber slayer's future paradise.

IN its report of the public sales of the week, the London *Timber Trades Journal*, under date of July 5th, says : "The quantity of Oregon pine, ex *George*, from Puget Sound, was so considerable that we would imagine the holders did not succeed very well in attempting to place the goods privately. They were the principal feature of the sale, though there seemed no particular anxiety to secure them. It is very seldom that such a large line of selected goods of this high character is brought under the hammer for absolute disposal, and the presumption is that if the holders could have got anything that covered the first cost, they would not have run the risk of the public sales. The average price realized, viz., 1s 6d per foot cube, was a tremendous sacrifice, as we believe the freight came to 9os. So that what with the landing and rent charges there would be very little left for the first cost of the timber. It is lamentable to see these high class goods going the price of common deals. The sizes are splendid, but the nature of the wood, together with the very high freight put it out of this market, although in shipbuilding localities we understand there is a demand for it, but unfortunately insufficient to lead up to remunerative prices. The woods from the Californian and Columbian districts at present labor under great disadvantages in rounding Cape Horn, the cost of which takes away the gilt when brought into competition with goods that have only half the distance to come. The price made in Wednesday's sale plainly shows that there is no market for the stuff in London, least of all when brought under the hammer. Comparing the prices of the Oregon pine ex *George* with those obtained at Messrs. Churchill and Sim's sale of the 26th September last year, there is a marked difference in the average values the drop being about 9d per cube foot on the goods realized this week."

NEGOTIATIONS are continuously going on among lumbermen for the sale or purchase of saw mills, timber limits, lumber, or machinery plant, and many more transactions of a similar character would be readily closed if the wants of the individual parties were made known to the trade in general. In our rounds among the mills we are often asked questions regarding the probable chance of buying or selling mill or other properties, and the only practical advice we can give in matters of this kind is to suggest that such wants be made known through THE LUMBERMAN, which has a circulation almost effectually covering the whole lumber and wood-working interests of the Dominion. The "Wanted and For Sale" columns of this journal should be patronized by the whole trade of the country, and we have no hesitation in saying that advertisements of this character, having special reference to the lumber trade, will bring better returns than the same advertisement inserted in all the daily papers of the country. This may seem a broad statement, but it is nevertheless a fact, as not two per cent. of the readers of any one daily paper have any interest in the particular wants of the lumber trade ; while on the other hand every copy of THE LUMBERMEN published goes into the hands of men directly interested in all matters pertaining to their particular branch of trade. At one time or another every lumbermen, be he manufacturer or dealer, is interested either in the purchase or sale of some commodity, and rarely knows where to look for a customer. An investment of from fifty cents to two dollars will make his wants known to the whole trade from the Atlantic to the Pacific and also through the United States. We are anxious to see the "Wanted and For Sale" depart-

ment of this journal generally recognized, and the result will undoubtedly be a benefit to all concerned, the publisher included. How many will forward a small "ad" for our next issue?

SPLINTERS.

UNITED STATES furniture manufacturers do not take kindly to the McKinley tariff bill, objecting seriously to several of its clauses.

* * *

THE Leary raft, after being hung up on the coast of Maine for some time, being disabled, left Portland on July 26th, being drawn by two tugs, for New York.

* * *

IN consequence of forest fires in Manitoba and the Northwest steps have been taken to reduce the royalty on lumber manufactured from timber damaged by fire to half the ordinary dues.

* * *

THE movement of sawed lumber at Ottawa is not what it should be, and the slackness in orders from abroad is having a depressing effect upon the general tone of business.

* * *

IN Great Britain strikes are having an effect on the wood trade which is adverse to our operators in this country. The great premium on gold in South American markets, to which our lumber largely goes, is another annoying feature for our exporters.

* * *

THE public, and the lumber trade in particular, will be pleased to learn that Smith, Wade & Co., of Quebec, who were in difficulties some time ago, have arrived at a settlement with their creditors. From reports received the firm pay all liabilities, cancel all contracts made last year, and will continue business.

* * *

AS usual when the Sheppard Publishing Co., of Toronto, undertake to do anything they do it well. Their holiday number of *Saturday Night* is no exception to the rule, being beautifully and artistically gotten up, and is a credit alike to its energetic publishers and the city from which it emanates.

* * *

DON'T fail to read the advertisement of The Scottish Carolina Timber and Land Company in another column, announcing the postponed date of Auction Sale giving all purchasers more time to examine the properties. Sale to take place 7th October, 1890, on which day the sale will occur without further postponement.

* * *

THE custom collections on dutiable goods at the port of Ottawa for the year ending June 30th were $364,64.74, as against $350,045.96 for 1888-9, or an increase of $14,649.74. The inland revenue collections at Ottawa for the fiscal year ending 30th of June, 1890, amounted to $252,627.54 against $247,797.86 the previous year, showing an increase for the year just ended of $4,829.68.

* * *

THE insolvent lumberman, Mr. A. Ferguson, who recently skipped out from St. John, N. B., to Boston, has returned to that city in obedience to an order issued from the superior court on the application of Weldon & McLean, acting for some of the creditors. An examination of his affairs will be held before a commissioner of the superior court. The order on which Mr. Ferguson came back protects him from arrest in any civil proceeding.

* * *

A DESPATCH from St. Paul, Minn., announces that the U. S. Government is about to take steps to stop the stealing of lumber by Canadians along the northern border of Minnesota. An expedition will leave Duluth, August 1st, destined for the western portion of Rainy lake, a special agent having reported that on the Big and Little Rainy rivers, great quantities of logs are being run into the lake and across to the Canadian border.

* * *

AN order-in-council has been passed, placing on the free list fellows of hickory wood, rough sawn to shape only, or rough sawn and bent to shape, not planed, smoothed or otherwise manufactured, when imported by manufacturers of carriage and cart wheels to be used in the manufacture of such articles in their factories only.

* * *

AS recently intimated in the LUMBERMAN that there would soon be a sale of timber lands in Ontario, it is now announced that under order in council certain timber berths in the Rainy River and Thunder Bay districts, and a berth composed of part of the township of Aweres, in the district of Algoma, will be offered for sale by public auction, on the first day of October next, at the Department of Crown Lands, Toronto. For further particulars see advertisement in another page.

* * *

A LETTER to the president and council of the Montreal Board of Trade objecting "To get rid of the Timber," by William Little, of Montreal, is the title of a pamphlet on our table. In addition to the letter itself, to which we referred in our last issue, the pamphlet contains an appendix replete with information in regard to forest conditions, and the work should be in the hands of every person interested in forestry.

* * *

TOO much care, says an exchange, cannot be used in seeking to keep pieces of iron and other foreign substances out of logs that are on the way to the saw. The numerous shocking accidents that occur on account of bolts and spikes in logs ought to sharpen the vigilance of all mill hands. There is no assurance that a bursting saw can be successfully dodged. Last week a man at Lyons, Ia., had his head cut off by a flying fragment at a distance of about 30 feet.

* * *

WE have received from the Secretary of the Toronto Board of Trade the rules and regulations for the inspection of pine and hardwood lumber in pamphlet form. This inspection, which was adopted by the Section and sanctioned by the Council of the Board, on the 16th of June last, has already been published in full in these columns. Anyone desirous of securing a copy of the pamphlet, however, can be accommodated by applying to the Secretary, Edgar A. Wills, Esq.

* * *

VANCOUVER, B. C. is forging ahead at a rapid rate, as is evidenced by the statement showing the trade of that port during the past year furnished by the collector of customs. The collections for 1890 amounts to $210,515 an increase of $75,836 over the previous year. The imports were valued at $698,170, an increase of $254,233, and the exports at $485,735 a decrease of $31,901. The decrease is entirely in lumber, and was caused by one of the mills shutting down for the purpose of putting in new machinery, thereby reducing the product. Four years ago the forest primeval held undisputed sway where this large trade is now being done.

* * *

THE losses by the recent fire in Midland, as far as it is possible to ascertain, are as follows: Emery Lumber Co., on lumber, $40,000; insured for $30,000. Moore Lumber Co., loss $20,000; covered it is understood, in some American companies. Miscampbell & Dickinson, loss on trams, docks, office, machine shop, boarding house and stables, $7,500; fully covered by insurance. J. A. Smith, boat builder, loss on boat houses, tools, lumber, etc., $1,800; insurance $300. Grand Trunk Railway, damage to track, lumber, timber, etc., fully covered by insurance. Burton, on dock, $500; no insurance.

* * *

WE notice an item to the effect, says the Chicago *Timberman*, that four cargoes of board pine lumber is being shipped from Ashland to Quebec by the Penokee Lumber Company. This seems like a singular reversal of the order of things, for American lumber to thus pass all along the Canadian border into Quebec while so many millions of feet of Canadian pine is crossing the line and competing with the American product in our own markets. It seems like "carrying coals to Newcastle." But in these modern times there are no eccentricities of business sufficient to cause any great surprise. Cargoes and trains of lumber daily pass each other, each destined to localities in close proximity to the point from whence the other came.

How Much Timber a Tree Will Make.

How is the amount of timber in a standing tree calculated? The usual rule for measuring timber is to measure the trunk around the middle, take one-fourth part of the girth and square it, and multiply this square by the length or height of the tree. In calculating a standing tree it is usual to measure the height of the tree to the first fork, and if there is still a good portion of trunk above that, it is measured separately and added to the previous calculation. If a tree is very irregular, divide it into several lengths and find the solidity of each part separately; or add all the girths together and divide the sum by the number of them. When the square of the quarter girth is multiplied by the length, the product gives a result nearly one-fourth less than the quantity in the tree. This rule is, however, invariably practiced by the timber merchants, and is not likely to be abollished. Some allowance ought to be made to the purchaser on account of the waste in squaring wood so as to be fit for use. Dr. Hutton recommends the following rule, which will give the contents extremely near the truth: "Multiply the square of one-fifth of the girth by twice the length, and the product will be the contents."—*Mississippi Valley Lumberman.*

Canada's Debt.

The national debt of Canada is now $236,236,865. For the eight months of the fiscal year just past the revenue has been $25,833,946 and the current expenditure $21,518,189, showing a nominal surplus of $4,315,756 for the year so far. However, as against this there has been during the same eight months an additional expenditure on capital account of $3,847,-779. So that in reality the Dominion revenue is less than half a million ahead of expenditure to date. It must not be forgotten, however, that the capital expenditure has been principally on railways and public works of a permanent character. Altogether the Dominion is in good financial health.

Trade Notes.

A handsome new 50-page catalogue has been received from B. F. Sturtevant, Boston, illustrating the newest designs of hot blast apparatus for drying lumber and heating buildings. Every reader of the LUMBERMAN can obtain one by mentioning this paper, simply sending a written request to the publisher.

We notice that the Waterous Engine Works Co., of Brantford, Ont., are the successful tenderers for the six large boilers required by the Public Works Department of London, and three for Toronto. As these boilers have to be got out on pretty short notice, this work will keep them busy for some little time. The boilers weigh in the vicinity of eight to nine tons each, and are all locomotive boilers of new design. Having a first class plant in their boiler department, and having all in their favor in purchasing their material, this firm is hard to beat in the matter of boilers where quality of work is considered. We are also informed that they have secured an order from the North Pacific Lumber Company, of Port Moody, for a long and heavy saw carriage, duplicate of the one recently furnished the Brunette Saw Mill Company, of Westminster, B. C., also double heavy husk frame of suitable size for the carriage and one heavy "King" edger to edge boards 50" wide, 6" to 8" thick with six saws. The large timber of British Columbia makes it necessary to have special machinery for manufacturing it into lumber.

—E. & C. Farquar, cedar paving contractors, of Toronto, have located their sawing plant at Owen Sound. The advantage to the Toronto contractors is that one carload of cut material would make two carloads unsawn, and that instead of the uncut timber being delivered at the firm's yards in the city and then sawn and carted long distances to the locality where the contracts are in progress, the cars of cut timber can be delivered at the north, south, east and west ends of the city, as the contracts require.

THE NEWS.

ONTARIO.

—Mr. Ainslie's saw mill at Staples is nearly completed.

—The United Association of Lumbermen has been organized at Ottawa.

—Messrs. McCreary & White will start a new sash and door factory at Arnprior.

—Orr Bros., of Maidstone Cross, have commenced the season's cut at their saw mill.

—About one thousand men are employed in connection with the saw mills at Arnprior.

—All the Rathbun logs are down the Salmon River and have been towed to Deseronto.

—The cut of Pierce & Co., of Ottawa, is turning out in a way that surpasses the first expectations.

—The Messrs. Gilmour have one hundred thousand pieces in Moira lake to be brought down this season.

—Mr. Beecher, Nephew of Henry Ward Beecher, has been in Kingston selling British Columbia spar timber.

—The drives in the Ottawa district, though somewhat delayed by cold weather, are now making good progress.

—Christie's shingle mill at Severn Bridge has been shut down for nearly two weeks owing to the breakage of a saw.

—The Hawkesbury Lumber Company have already succeeded in floating down three rafts to Quebec this season.

—The Rathbun Company's logs have come down the Moira and will soon be all sorted and rafted from Belleville.

—The saw mill now idle at Edgar, will no doubt be in operation next year, as the owners are negotiating for stock.

—Mr. W. D. Wilson has been admitted as a special partner in the wholesale lumber firm of W. N. McEachren & Co., Toronto.

—The Collinsby Rafting Company's steam barge Isaac May took fire while proceeding up lake Erie and was badly damaged.

—From 30 to 40 cars are daily loaded at the Waubaushene station with square timber of enormous size by the Georgian Bay Lumber Co.

—The Gatineau boom, Leamy's lake, and Brigham's creek are now clear of saw logs. There are about 75,000 logs at the Cascade boom.

—Business is being rushed at the Rathbun mill at Campbellford, two gangs of men being employed, one during the day and the other at night.

—Mining and lumbering operations will be brisk this season in the Lake of the Woods district. About 60,000,000 feet of lumber will be handled.

—Nelson Green, of Kingston, claims to have been paid $40 to set fire to Freeman's saw mill last fall, the object being to secure $3,000 insurance.

—The tail of Gilmour's drive on the Moira River has reached Hawkin's Bay, and that on the Scoot has reached the mouth of that stream.

—Ottawa's exports to the United States in the twelve months were valued at $3,067,360. Of this total the value of lumber exported was $2,687,001.

D. Leger, of Riceville, Ont., who has been running a saw mill for some time, finds himself unable to meet his engagements and has accordingly assigned.

—A new tariff of tolls, to be levied on timber, saw logs, etc., passing through the Government slides and works upon the Ottawa and its tributaries, has been approved.

—The shipments of dry lumber, shingles and spruce, continue to be heavy from Burk's Falls, but the train service has been so heavily taxed that it has been difficult to get the loaded cars drawn out.

—The schooner S. H. Dunn, with a cargo of lumber from Toledo, Ohio, for Kingston, Ont., went ashore near Nine Mile Point in Lake Ontario, recently. She was lightered and pulled off without much damage.

—The Ottawa river opposite Parliament Hill, Nepean Point and the Queen's wharf, is fairly alive with raftsmen, who are busily engaged in getting cribs of timber together before being taken in tow for lower ports.

—There has been no shipping so far on the South side of the Ottawa river at Booth's and Perley & Pattee's docks, owing to high water. It is expected that the barges will be placed at the docks shortly as the water is gradually lowering.

—The upper part of the Rainy River boom in the Lake of the Woods, near Rat Portage, gave way with a crash the early part of July and some 9,000,000 or 10,000,000 feet of logs were let out. A number of these logs were recovered at the mouth of Rainy river.

—Since navigation opened up the amount of lumber shipped by water from Ottawa has been very much smaller than last season. Recently business has been looking a little brighter, as quite a number of barges are being loaded for Quebec and the States.

—Messrs. Klock Brothers' large raft of ninety cribs left Deschene lake July 11th. The first of the cribs arrived at the head of the Chaudiere slide on the 12th. The raft will anchor near Nepean point where the firm have a raft consisting of one hundred and thirty-five cribs.

—There recently passed out of the Pettewawa about 35,000 pieces of pine, 750,000 feet of lumber. They will comprise ten large rafts. The timber was got out and owned by Hale & Booth, R. Booth, Barnet & Mackay, A. Barnet, McLachlin Bros. and A. Fraser.

—The Rathbun Co.'s logs are just reaching the mouth of the Otonabee river, and the Dickson Co. logs have started to run into the little lake at Peterborough. As this company are only sending the first quality logs to Rice Lake it will take some time before they are let into the river.

—There are more unemployed men hanging around the Chaudiere mills than usual, and it will take more orders than have so far been received from Canada and the United States to set them at work. Owing to the large stock of lumber on hand the cut this summer will fall considerably short of that of last year.

—Thirteen rafts of square timber have passed down from Mattawa to Des Joachims, got out and owned by Gillies Bros., R. Hurdman & Co., Estate David Moore, James Klock & Co., Perley & Pattee, Moorehead & McCuaig and Duncan McMaster. The quantity is something like 50,000 pieces—say 1,500,000 feet.

—Piling room is badly wanted by some of the Chaudiere mills. The present grounds are much congested, owing to the slacknesss in shipments, and becoming more so with every day's cut. Unless shipping should prove unexpectedly brisk before the end of the season some of the mills will be obliged to close down early in the fall.

—Missionary work is being done by religious Canadians among the lumbermen in the shanties of timber districts. Lately a minister visited 34 camps on the Temiscamingue, and another visited 62 on the Bonnechere and Petewawa, distributing literature and holding services. Ottawa lumbermen contributed $155 to the mission.

—The Eddy shore mill property, Ottawa, formerly Skead's mill property, has been sold to a syndicate consisting of Terrence McGuire, Alexander Mutchmore and James Gorman. The property consists of 74 acres and includes all booms and piers and other property remaining after the great fire which destroyed the mills, the lumber and the house some years ago.

—Room for piling lumber around the Chaudiere has become so limited that the lumbermen are seeking for other grounds. Some have already chosen land down the river below Rockcliffe, and now a scheme is on foot to run a spur of the Canadian Pacific railway down to the river, which would immensely facilitate the shipping of lumber from the proposed grounds.

—During a severe storm some days ago a boom containing a large quantity of logs at L'Original belonging to Messrs. Baptiste Bros., broke and the logs scattered in all directions and but for the timely arrival of Messrs. Lee Bros., of the steamer Benito, would have all been swept down the river and lost. Messrs. Lee noticed the break and with considerable exertion managed to capture the whole lot.

—An American company has secured a large tract of pine timber on the Wahnapitae river, including what has been known as the McArthur limit. It is intended to cut a road from the limit headquarters to Sudbury, for conveyance of supplies. Operations will begin forthwith. It is expected that between 800 and 1,000 men will be employed. About 20,000,000 feet of logs will be rafted and towed to Au Sable.

—The *Timberman* says: The towing of logs through the chain of lakes is becoming an important business, and a large number of tugs and men are engaged therein. The sight of an immense raft in tow of one or more powerful steam tugs is now no longer an extraordinary sight, and the business is being engaged in the present season to a larger extent than ever before. If the export tax were removed from Canadian logs, rafts would be as numerous on the lakes as regular line propellors.

—An unusually large raft of rock elm timber, drawing fourteen feet of water, recently went forward to the Soo from Wiarton in tow of the tugs "Clarke," and "Jones." It was a Government contract just completed by Mr. Wm. Young—whose mill was unfortunately burned down a few weeks ago—and was made up of picked logs measuring in all some 150,000 feet. The timber will be used in the construction of a beacon. Mr. Young's mill is already in course of erection.

—Last year there were manufactured in the Parry Sound district about 35,000,000 feet of lumber in addition to a large quantity of shingles, lath and dressed lumber. The construction of the Parry Sound railway promises to open up this country which has already been only partly developed. When the road is completed, in addition to the passenger and freight traffic of the lakes, a large business will be developed in hardwood for manufacturing purposes, thus making Parry Sound a base of supply for all lumbering purposes with the western states.

—The big freight steamship *Seguin* was successfully launched at Owen Sound, on July 16th. It is the third gigantic steel vessel that has been launched at the Polson Iron Works Company's ship yards within a year. She is designed to inaugurate a new era in the lumber carrying trade of the Upper Lakes. The Parry Sound Transportation Company have had the vessel built at a cost of about $1,000,000, and she will ply between Parry Sound and Tonawanda carrying chiefly for the Parry Sound Lumber Company which has a large share in the vessel.

—Government Detective Murray has returned from Manitoulin Island. While there he investigated the facts concerning the death of Peter McLean, of Windsor. Mr. McLean went north on April 1st to begin the year's purchases of lumber, and suddenly disappeared, and representations were made to the Government that the man had been murdered. The result of the investigation proved conclusively, however, that McLean was accidentally drowned. His course was traced across the ice, and his coat and hat were found in close proximity to the whole through which he is believed to have dropped.

—The Ottawa *Free Press* says: A splendid raft belonging to Klock & Co., arrived at Deschene Lake from the Magnissippi limits recently. It was pronounced by several experts who are sojourning at Britannia to be the finest they had ever seen. The raft remained all day on the lake, and the opportunity was taken by several of the campers at the waterside resort to enjoy a substantial meal of pork and beans. When the raft went down the rapids, several of the residents of Britannia, including ladies, enjoyed a ride on the cribs, although in one or two instances they got a pretty severe ducking.

—The Ottawa *Journal* says: Mr. J. W. McRae waited last month on Mr. Trudeau, deputy minister of railways and canals, and petitioned for the dredging out of the pool or reservoir lying between St. Louis dam and the canal and known as Carling's or Dow's lake, so as to give boats ready access to Mr. J. R. Booth's and the other lumber yards. This, it was promised, should be done and it is the intention of the lumbermen to build wharves there. The petitioners also asked that a branch of the canal should be constructed from the dam to the Ottawa river above the Chaudiere Falls. It is probable that the survey will be made and plans prepared at an early date.

—Parry Sound, says a correspondent in the Toronto *Empire*, is on the shore and environed by beautiful hills that mark the end of the Laurentian range, and has a moving population of from 2,000 to 2,500. The Seguin river, extending far into the back woods, is the highway for the innumerable logs that float down to the three large lumber mills at its entrance. The amount of lumber cut here during the year is about 35,000,000 feet. The three companies are the Conger Lumber Company, the Midland and North Shore Lumber Company and the Parry Sound Lumber Company. In connection with the latter company is a general store, where the employees of the company can obtain supplies in advance in lieu of wages. Pay day is once every month, the average pay being $30 a month. At the beginning of the month the employe gets a book of six slips, each good for $5 worth of merchandise. On these slips the goods bought are entered, and at the end of the month, when pay day comes, the employe hands in his book and is paid in cash the balance due him. Sometimes the balance may be the other way, if the lumberman has been improvident. This truck system, as it is called, was in years gone by an intolerable grievance, restricting all trade outside the company's store. An instance is related, where a woman brings a pair of boots to the shoemaker to be mended. "How much will they be?" "Ten cents." She returns in an hour's time with two plugs of tobacco in payment for the work. Naturally the business men of the Sound raised a most vigorous protest against such proceedings as these and now the lumber company allows its employes greater freedom and pays them cash.

—D. Brown, lumber dealer, Owen Sound, has assigned.

—F. McGibbon, lumber dealer, Strathroy, has sold out.

—The bulk of the lumber sold to Oswego buyers has been shipped for this season.

—Mr. James Greenless, of Alliston, has purchased the Creemore saw mill from Jas. Jarret.

—Mr. J. Wilson, of Ottawa, has gone to New Westminster, B. C. to commence the lumbering business there.

—Twenty men left Arnprior recently to peel bark in the woods at Cedarsport, Pa., at $1.50 a day and board.

—It will require two hundred thousand feet of planks to lay the floor of the Bay of Quinte bridge at Belleville.

—The Emery Lumber Co., Waubaushene, recently loaded five barges for the States with about two million feet of lumber.

—Messrs. J. Boyd & Son, of Eastman Springs, are shipping quite a lot of lumber and their saw mill is running full blast.

—Frank Murtha's raft of 195 cribs of timber left the Chaudiere for Quebec on July 25th. R. Gorman's raft of 145 cribs, left the same day for Quebec.

—The body of a man was found in the river at Portage du Fort last month. Supposed to be that of Leblom who was missed from a raft some time since.

—Messrs. Rochester & Doherty's timber is now all down. The firm took out some 4,550 pieces on the Antoine creek, a tributnry of the Upper Ottawa, last winter.

—Thirty men recently started from Ottawa to man Frank Murtha's drive of timber on the Coulonge. They will take it to the Quebec market, and will be paid from $30 to $35 per month.

—Mr. J. R. Booth will not work his limits on Black River next winter. He has already sent a number of men up the Desmoines River to make preparations for next winter's shantying.

—The French River Tug company has made application for incorporation for the purpose of towing, rafting, etc. The chief place of business is Windsor, Ont., and the capital stock $15,000, divided into 600 shares of $25 each.

—A large raft of square white pine timber recently came down the Ottawa, owned by Messrs. Carswell & Francis, which is probably the best made on the Ottawa or its tributaries this season. The timber was made on the old Fort Eddy limits. The raft contained 195 cribs or 265,000 cubic feet, seventy-five per cent. board pine. The string average is 20½ cubic feet.

—A meeting of creditors of the Henderson Lumber Company was held last week, and a general out-line of the state of business laid before them by the provisional liquidator. The liabilities of the company will not exceed $185,000, the Ontario bank being the principal creditor. The books being a little behind, a detailed statement could not be rendered. F. Riddell was appointed liquidator.

—A new departure in taking timber to the Quebec market has been inaugurated by Ottawa lumbermen. The following gentlemen have taken their timber loose from Pettewawa to Cochneux boom (below Portage du Fort) and are now rafting up there: Messrs. Hale & Booth, A Barnet, A Fraser, Tough & Carswell. A. Barnet and A. Fraser will store theirs in Chats lake. J. & G. Bryson's raft is running at Chats rapids.

—McDonald Bros., of South Indian, on the line of the Canada Atlantic railway, are now cutting shingles for the Boston market. They will make about 10,000,000 this year, and will increase their capacity next season, if their expectations for this year's work are realized. They are making three grades, which are quoted at $1.25, $2 and $2.50 f. o. b. They are also taking out about 7,000 cords of hemlock bark for New York parties.

—Algoma *Advocate*: What we consider a gross injustice is being perpetrated year after year by American firms taking out timber in the district, not only to the men employed by them, but to the business men located near the scene of operations. We refer especially to the lumbering firm of Messrs. Timothy, Nestor & Co., who when applied to for wages by their men, present them with time cheques made payable at Sault Ste. Marie, Michigan. Thus the men have either to squander a portion of their hard-earned wages in paying for their trip to the Sault, or have the cheques discounted at some of the business places in the locality, in order to receive any cash. Not only does this system entail an unnecessary loss to the hard-working men, but it is the means of driving away a great deal of trade which the local business men otherwise would enjoy. The workingmen have no right to be compelled to travel fifty or sixty miles to get their wages and the sooner something is done in order that justice be meted out to these men the better.

QUEBEC.

—Klock's first raft arrived at Quebec a month ago.

—A raft of square timber made the distance from Ottawa to Quebec in six days.

—Edmond Perousse, operator of a small saw mill at Port Daniel, has made an assignment.

—It is rumored that the Eddy Manufacturing company, of Hull, intend purchasing Cormier's mills at Alymer.

—The exports of lumber at Montreal for May of this year exceeded that of the same month last year by $186,230.

—A Lower Town (Quebec) firm has a South American contract on hand for about half a million boxes. Two cargoes have been already shipped this season.

—It is said that already this season upwards of 400,000 feet of raft timber have been shipped to the Quebec market from Toledo and Lake Huron ports.

—At Lake Megantic, the Nantais Mills Company is spending from $12,000 to $15,000 in repairs and additions, part of which is for a furnace to burn the sawduat.

—The Quyon boom broke a month ago but the logs came out with such a rush that they jammed, giving the men ample time to secure a boom around them.

—Dougherty & Rochester had quite a lot of cribs broken in the companys booms above the slides, and they have been somewhat unfortunate all the way down from Des Joachims.

—Mr. Dufresne is building a large saw mill at Windsor Mills, Que., and Captain Lewis, of Portland is just completing a saw mill at the same place. J. C. Bedard and Joseph Bedard have each a saw mill run by steam, and are shipping large quantities of lumber.

—The Cormier sale at Aylmer, on July 11th realized over $13,000. Mr. Cormier himself purchased the lumber, shingles, etc., for 40 cents on the dollar, realizing about $4,300, and the furniture, etc., for 30 cents making about $2,200. About 22,182 logs and pieces of lumber were purchased by Mr. Cormier and the Rathbun Lumber Company for 50 cents each. The factory, machinery and timber limits yet remain to be sold. The object of the sale was to satisfy a debt of $10,000 for timber limits, and boomage dues owing to the Dominion Government. Sufficient was realized to pay off all indebtedness.

NEW BRUNSWICK.

—Coasting vessels are receiving $3.75 per 1,000 feet on lumber from St. John to New York.

—An abundant lumber crop is expected in new Brunswick this summer as nearly all the drives are coming out, bringing 50,000,000 or 60,000,000 feet hung up last year.

—A. Ferguson, a lumber operator, at Sussex, has disappeared together with $50,000 belonging to his creditors. A number of small dealers will be ruined by this defalcation.

—Owing to abundance of rain so far this season, the drives throughout this province have made exceptionally good headway. The fear which at one time existed that the drives on the St. John river would experience difficulty has proved unfounded as the streams have risen sufficient to carry all logs down safely. Rafting has been going on for many weeks, and tug boats on the river have all they can do in the line of towing to the mills. It is now quite certain that very few logs will be hung up on the St. John this year. Unfortunately prices in the English market are not as good as last year. Freight rates are lower, which is some compensation.

NOVA SCOTIA.

The Lloyd Manufacturing Company's saw and rotary mills works were burned at Kentsville, N. S., June 19th. No insurance.

—Maine lumbermen who operate on the St. John river are said to be enthusiastic over the prospect of getting to market over 100,000,000 feet of logs more this year than last. The estimate for the river and its tributaries is over 200,000,000 feet.

MANITOBA AND THE NORTHWEST.

—Robinson & Co., of Selkirk, are erecting a large planing mill at that point.

—It is likely that a new sash and door factory will be started at Boissevain this year.

—The Keewatin Lumber Company is putting in a band saw in its mill, which will be the first saw of the kind in that district.

—A large number of young maples are being shipped to Port Arthur where they are sold for shade trees. Their growth is far more rapid than that of other imported trees.

—W. J. Mathers, general lumber merchant, Deloraine, and W. H. Atkinson, will open a branch lumber yard at Hartney, a new town on the Brandon-Souris branch of the C. P. R.

—Notice of application for a charter has been given by the Brokenhead Milling and Lumbering Company, of Brokenhead, Manitoba. The company will have a capital stock of $6,000, divided into shares of $50 each.

AMERICAN.

—The Grand Haven Lumber Co., Spring Lake, lost $200,000 worth of lumber by fire on July 8th.

—There are 413 species of trees to be found within the limits of the United States and territories.

—Maine lumbermen who operate on the St. John River are said to be enthusiastic over the prospect of getting to market over 100,000,000 feet of logs more this year than last. The estimate for the river and its tributaries is over 200,000,000.

—Reports from all the producing points, show conclusively that the stocks of first and second poplar are unusually small, and that the demand has been exceedingly active. The supply of logs is above the average. The mills are full of orders and running on full time.

—In 1872 the pine supply of logs of the Saginaw and tributaries was estimated by an expert at 5,600,000,000 feet, and it was calculated that the supply would be exhausted in 12 years. The smallest output of any season of the Saginaw river mills since 1872 was 573,000,000 feet, and the total output of the mills on the river from 1872 to 1889, inclusive, exceeds 12,800,000,000 feet, and it is said the end will not be reached for several years.

CASUALTIES.

Neil Leckie, of Admaston, Ont., was drowned at Carswell & Hough's drive on the Pettewawa.

Frank Rivers, a shantyman, was drowned at Ragged Falls, near Bridgewater, Ont., while breaking a jam.

A man named Severt received a severe cut over the left eye in McLachlin's saw mill at Arnprior, July 10th.

Robert Lowery, of West Gravenhurst, Ont., while working in Mickle's mill, had four fingers of his left hand severely cut a few days ago.

A young man named Carrier was accidently killed on July 17th in a saw mill at Scott's station, on the line of the Quebec Central railroad.

A young man named Reinbird slipped against the circular saw at Lovering's mill, Coldwater, Ont., the other day, and was sevérely cut.

John Kearns, a young man employed in McCracken's saw mill, Maple Grove, Ont. had his fingers badly cut with the small saw, last month.

A young man named Delaney, employed in one of the Chaudiere saw mills, had an arm badly lacerated a few days ago by being caught in the belting.

James Craig, of Gesto, while working in his saw mill had his left arm badly mutilated by coming in contact with the saw. It was found necessary to amputate the arm below the elbow.

While a raft of timber, owned by the Hawkesbury Mill Company, Ont., was running the Mountain slide, a snag struck a loading stick of the crib on which a man was standing. He was thrown into the air about twelve feet and fell on his elbow, dislocating it at the elbow joint.

A man named Morrison, working at one of the camps north of Bute Inlet., Ont., was gored by an ox a few days ago, and is not expected to live. He was at work on a log at the time, when it rolled against a team of oxen, one of which gored the unfortunate man in the stomach.

Thomas Young, aged 23, of Clark river, who was engaged as cook in one of the lumber camps above Chapleau, feeling unwell decided to go home. On arriving at Chapleau he found the train he wished to go on had not arrived, and thinking a walk might do him good, determined to proceed on foot to the next station. About half way he became so sick that he was obliged to seek refuge in a deserted camp. There he lay for five days, a prey to the mosquitos and black flies, unable to summon assistance and without anything to eat. Finally he managed to drag himself two miles to the railway track, where he met the section men, who placed him on the train for home. He died shortly after reaching his destination, and was so disfigured by the bites of insects as to be hardly recognizable.

CORRESPONDENCE.

Editor Canada Lumbermen :

Thank you very much for considering my opinion relative to inspection, and a standard of inspection of sufficient value to merit the attention of your constituency. I am certainly unchanged regarding the desirablity of some uniform system which if it cannot be international, should at least be national, and I imagine that the Dominion lumbermen have not thoroughly considered the question as a body, or they would have the determination to establish a standard from a feeling of very pride. If we, as a body, would recall the fact that we have more capital invested in our trade than the combined banks many times over, and that our operations extend from almost pole to pole, it perhaps would be possible to lead us to determine proper rules for the guidance of our trade in the way of inspection. Of the utility of such a system I need scarcely refer to, the results following would be :

(I) The cessation of private interpretations of grades.

(II) The acceptance of a properly considered code of rules.

(III) The stoppage in a great measure of disputes contingent upon the acceptance of an intelligeble standard.

A break in the methods which we have hitherto pursued, is made by the Lumber Section of the Board of Trade. They have gotten out a thoroughly digested system, not by any means perfect, but yet one that will bear comparison in a superlative degree with the rules of other chief centres, it is to be had on application free, let all get a copy and endeavour to guide themselves thereby; and another suggestion is, where they find any fault, let the fault-finder connect himself with the board, and by his vote and intelligence endeavour to remedy the evils complained of, but in the meantime the lumbermen of the Dominion should endeavour to get away from the old order of things and strive to conform as much as possible with the proposed regulations. Let us have system and we will have order. Give us order and we will have respect, and having respect we can settle down to the remedy of other grievences.

M.

Toronto, July 14th, 1890.

EXCHANGE ECHOES.

Northwestern Lumberman.

There is a good deal of talk about felling trees by electricity, but no authorative information is furnished upon the subject. It has been asserted that the scheme has proved successfull in foreign countries, and that it would be tried by American lumbermen. Really very little is known about the matter. If trees can be felled by electric wires more economically and with more safety than in the ordinary way the plan should come in vogue. But the accidents and deaths that occur in connection with telephone and electric lighting lines suggest that any electrical system that could be introduced into the woods for bringing down trees would have its drawback. The falling tree or limb would be likely to continue doing its deadly work unless everybody could get entirely out of range before the electrical spark performed its mission.

Exchange.

When a man is engaged in depicting the wonderful advantages of his locality in a timbered region, the forests are always vast and "practically inexhaustible," but when he is on another tack and is telling how rapidly the lumber barons are destroying the forests, they become reduced to a beggarly supply that will be wiped away in a few years. Metaphors and generalties neither denude the forests nor render their ultimate consumption impossible.

Winnipeg Commercial.

In the quest of duty on lumber it was shown before the Senate committee that the influence of the Northwestern States was greater than many people supposed. The influence of those States have for some years put forth in favor of a freer exchange of natural products with Canada, but in the Senate particularly they have as a rule been unable to cope with this antagonistic New England element. That the Northwest is gaining in power was manifest, when the proposed reduction of duty of the McKinley bill of 50 cents a thousand feet was increased by the Senate to $1, thus making the duty on imported lumber $1 a M. This, if it becomes law, will be quite a step towards the wiping out of lumber duties altogether. If our Canadian Government will take action on the reciprocity clause of our tariff act, as the duties are lowered in the United States, the day is not far distant when lumber duties in both countries will be arrangements of the past. Some lumbermen may take a shortsighted view of this matter of abolishing lumber tariff, but any loss they might sustain, by having to compete without tariff protection with United States manufacturers, would be more than made up by the opening up of United States markets to themselves.

Mississippi Valley Lumberman.

Wm. Gillis is an Oshkosh lumberman 75 years of age who has spent sixty winters in the woods and is still a hale and hearty man. He is described as a native of New Brunswick. He began to work in the woods when only fifteen years of age and his first experience as a pinery hand was in the forests of Maine. Twenty-five years ago he left the New England state to try his fortune in the west and the first season he was in Wisconsin was spent in the employ of Nels Carter, who was a predecessor of Ripley & Mead, in the ownership of what is now known as the Stanhilber & Amos plant. Since that time he has worked for almost every lumberman who has had a camp on the Wolf. Last winter he was in the employ of L. O. Rumery. He walked at least seventy miles a week and sometimes double that distance. If nothing prevents, Mr. Gillis will next winter, for his sixty-first season, go to the pinery. He is tall and still erect with not a wrinkle to mar his pleasant features, and with his dyed hair as black as it was the day he was twenty, it is almost a tax upon one's credulity to believe that Mr. Gillis is in reality an old man. He hasn't missed a winter in the woods since he began lumbering and works on the drive every spring.

Northwestern Lumberman.

A communication from T. W. Hotchkiss on a subject important to hardwood lumbermen is printed elsewhere in this paper. Mr. Hotchkiss, since his retirement from the United States consulship at Ottawa, Can., has returned to his first love, the lumber business. But what news has been received through official sources from his old stamping ground since he left it? Who is so wise as to attempt to tell how many feet of lumber has been exported from Canada into the United States during the past year? Who has been made aware that the present consul has paid any attention to the lumber industry, notwithstanding that industry is so prominent, and questions concerning it have kept thousands of people on both sides of the line in a state of fermentation? These questions can be answered in but one way. This state of things, in prospective, was what the lumber journals feared when they were working for the reappointment of Mr. Hotchkiss. They knew that his work as consul has been peerless, made so by his thorough understanding of the lumber business, and his intelligence to grapple with the questions therewith connected. Mr. Blaine was fully aware of the character of Mr. Hotchkiss' work, and knew there was no politics in the efforts of the lumbermen to have him retained as consul : that such retention was purely for the good of a great industry. It was shown that the political views of nearly all the editors of the lumber journals who labored for the reappointment of the gentleman were not in accord with his. But that there was no politics in the movement is plainly what sounded its death knell. It is the heeler who must be rewarded. The competent, painstaking worker who does not shout for party at the top of his voice can go to shoel for all the political managers care.

HOME AND FOREIGN TRADE REVIEW.

Office of CANADA LUMBERMAN, July 31st, 1890.

Owing to the English market being enormously overstocked, the overproduction of timber in the Baltic as well as in Canada, the depressed state of finances coupled with the revolutionary disturbances in South America, together with the uncertainty attending the outcome of the McKinley tariff bill, the lumber trade in general is remarkably dull, with the exception of British Columbia where the lumber trade is booming. The condition of trade in the Ottawa Valley is exceedingly slack as compared with the same period of last year. Large numbers of hands are out of employment, as the mills are not running their full capacity, owing to their piling grounds being well stocked, and this in the face of a light foreign demand. As to the square timber trade, the bottom has fallen out of it. A production of fully 50 per cent. over that of last year, with little or no demand for it has given the lumbermen a great set back, and as a consequence the banks will of necessity have to carry them along until there is an increased demand, and this will add materially to the cost of the product. It is the opinion of many well-informed lumbermen that the cut of square timber next season will be very small.

At Quebec trade may be said to be in *statu quo*, as there is not much timber lying there, as that was mostly shipped in the spring, and as to the new stuff going there, there is positively no market for it. Usually Quebec ships largely to Liverpool, but the market there is flooded with lumber, and there are few buyers. The merchants are overstocked, the demand continues about the same, but the supplies are excessive.

Trade in the United States is picking up some, and their will probably be an increased demand from that quarter during the fall, whether the McKinley tariff bill passes or not. If it should pass even in its present shape, it is not likely that it will come into operation before next spring.

Following is a comparative statement of timber masts, bowsprits, spars, staves, &c., measured and culled at Quebec to date :

	1888.	1889.	1890.
Waney White Pine....	646,029	1,292,245	1,214,745
White Pine..	191,485	2,016,547	1,039,977
Red Pine....	262,474	381,548	38,610
Oak.....	558,578	616,299	454,067
Elm.....	125,519	527,634	381,603
Ash.....	71,300	204,203	63,181
Basswood.....	.....	415	373
Butternut....	419	1,158	1,540
Tamarac.....	1,324	5,635	3,686
Birch & Maple	123,432	334,063	151,701
Masts & Bowsprits.....	.....	.....	.....
Spars.....	.....	33 pieces	.....
Std. Staves...	18.9.2.27	40.8.0.22	.....
W. I. Staves..	180.7.2. 9	55.4.3.26	.....
Brl. Staves....	11.4.3. 5	0.1.1.10	.....

FOREIGN.

Business at London continues fairly active, and although there has been no upward movement in prices there has been no indication of a relapse. The disparity, however, between the prices asked privately and those realized at auction are very great. There has been a brisker movement in the hardwood trade. American walnut, so far as prices are concerned, appears to hold its own. Logs realized at public sale prices ranging from 2s. 1d. to 3s. 9d. per ft. cube, planks 3s. to 4s. 4d. per ft. cube.

At Liverpool a very encouraging feature in the market is the continued good demand by actual consumers, in addition to which good inquiries are more numerous. There is no change to note in the prices of hardwoods. Although in the very height of the import, sales are extremely difficult to make, especially at renumerative prices.

Messrs. Denny, Mott & Dickson in their wood market circular for July report :—

CANADIAN TIMBER.—Yellow Pine. The demand has been very small during the half-year, owing to the lack of shipbuilding orders ; at the same time the market is bare of good square timber, and there is only one parcel of some 150 loads of really first-class Waney Pine on hand.

The Quebec shippers have effected but few forward contracts for the new season's goods ; and there is no encouragement for speculation as it is very doubtful whether the c.i.f. cost would be realized.

OAK.—The market has been quiet, and there is still a certain quantity of first-class timber on hand.

ELM.—The market is quite bare, and although the demand is dull, a moderate supply of the new season's wood should do well.

Disappointed as Quebec shippers may be, any imprudent action on their part in sending forward unwanted supplies of either pine, oak or other timber would be sucidal policy. If a revival in the shipbuilding demand is near at hand the Autumn shipment, from Quebec can be augmented accordingly.

BRITISH BOARD OF TRADE RETURNS.

According to the Board of Trade for June, the quantities of sawn goods imported, during the month, amount to 500,013 loads, as compared with, 563,698 loads during June of last year, and the quantities of hewn goods of 190,229 loads, as against 179,733 loads, an increase in hewn goods of 10,496 loads, but an important decrease in sawn goods of 63,685 loads. There are very heavy decreases in the importation of sawn goods from the Baltic ports. Sweden and Norway sent over during the month very moderate quantities, while Russia shows a decrease of 25,150 loads in the importation of manufactured wood goods. Large increases are noted from other countries.

The *Timber Trades Journal* says satisfactory as the government figures are, however, we cannot accept them as an index to the turn likely to be taken by wood prices for better or for worse as the autumn comes on. The timber trade, we know by experience, can be active and prices rising when the general trade of the country is essentially bad. Apart from the report before us, which represents the prosperous half of the year, when the weather was fine and the harvest prospects good, with the political atmosphere clear, there is the present time with its over-clouded aspect to be considered. Just now the indications are none too favorable. Dearer money is not unlikely, and the trade of the country, though fairly good, lacks the animation which inspired it last year. Any superfluity of importation over that of 1888 in this connection cannot be regarded in any other light than as prejudicial to unremunerative prices. We may be on the eve of a great depression, but of a sudden turn the other way there is no probability.

TRADE REVIEW.

Toronto, Ont.

TORONTO, July 31, 1890.

CAR OR CARGO LOTS.

1¼ and thicker clear picks, American inspection	$20 00@30 00
1¼ and thicker, three uppers, American inspection	37 00
1¼ and thicker, pickings, American inspection	25 00
1x10 & 12 dressing and better	18 00 20 00
1x10 & 12 mill run	13 00 14 00
1x10 & 12 dressing	14 00 15 00
1x10 & 12 common	12 00 13 00
1x10 & 12 spruce culls	10 00 11 00
1x10 & 12 mill culls	9 00
1 inch clear and picks	24 00 25 00
inch dressing and better	18 00 20 00
1 inch siding mill run	13 00 14 00
1 inch siding common	11 00 12 00
1 inch siding ship culls	10 00 11 00
1 inch siding mill culls	8 00 9 00
Cull scantling	8 00 9 00
1¼ and thicker cutting up plank	22 00 25 00
1 inch strips 4 in to 8 in mill run	14 00 15 00
1 inch strips, common	11 00 12 00
1¼ inch flooring	14 00 15 00
1¼ inch flooring	14 00 15 00
XXX shingles, 16 in	2 20 2 30
XX shingles, 16 in	1 20 1 30
Lath, No. 1	1 70 1 90
" No. 2	1 70

YARD QUOTATIONS.

Mill cull boards & scantling	$10 00	Dressing stocks	16 00@20 00
Shipping cull boards, promiscuous widths	13 00	Picks Am. inspection	40 00
stocks	14 00	Three uppers, Am. inspect.	50 00
		F. M.	
Scantling & joist, up to 16 ft	14 00	1½in. flooring, dres'd	28 00 30 00
" " 18 ft	15 00	1½ " " rough	18 00 22 00
" " 20 ft	16 00	1¼ " " dres'd F.M.	25 00 28 00
" " 22 ft	17 00	" "undrs'd B.M.	18 00 19 00
" " 24 ft	19 00	" " dres'd	18 00 20 00
" " 26 ft	20 00	" " undres'd	12 00 15 00
" " 28 ft	22 00	Beaded sheeting, dressed	22 00 35 00
" " 30 ft	24 00		
" " 32 ft	26 00	Clapboarding, dres'd	12 00
" " 34 ft	28 50	XXX sawn shingles	
	22 50	per M	2 65 2 75
" " 36 ft	30 00	Sawn Lath	2 00 2 20
" " 38 ft	32 20	Red oak	30 00 40 00
" 40 to 44 ft	35 00	White "	35 00 45 00
Cutting up planks 1¼ and thicker dry	25 00 26 00	Basswood, No. 1 & 2	18 00 20 00
" board	18 00 22 00	Cherry, No. 1 & 2	50 00 60 00
		White ash, 1 & 2	25 00 35 00
		Black ash, 1 & 2	20 00 30 00

Hamilton, Ont.

HAMILTON, July 31, 1890.

Mill cull boards and scantlings	$ 9 00@10 00	Dressing stocks	$16 00 18 00
Shipping cull boards promiscuous widths	10 00 12 00	1¼ flooring, rough	16 00 18 00
Shipping cull stocks	14 00	1½ flooring, rough	16 00 18 00
Scantling and joist up to 16 feet	14 00	1¼ flooring, dre-sed	25 00
do up to 18 feet	15 50	1½ flooring, dressed	32 00
do up to 20 feet	16 00	1 flooring, dressed	21 50 23 00
do up to 22 feet	17 00	Beaded sheeting 1.	25 00 30 00
do up to 24 feet	18 00	Picks, Am inspection	32 00 34 00
do up to 26 feet	19 00	Three uppers Am. In.	40 00
do up to 28 feet	20 00	XXX sawn shingles	2 60 2 70
do up to 30 feet	21 00	Sawn Lath	2 25
Cutting up plank 1¼ and thicker dry	20 00 25 00	Red Oak	20 00 25 00
Cutting up boards	20 00	White Oak	25 00 30 00
		Basswood No. 1. & 2.	16 00 20 00
		Cherry No. 1 & 2	60 00 70 00
		White Ash No. 1 & 2.	25 00 35 00
		Black Ash No. 1 & 2.	20 00 30 00

Ottawa, Ont.

OTTAWA, July 31, 1890.

Pine, 1st qual., ₱ M.	$35 00@40 00	Oak	$40 00@100 00
" 2nd "	22 00 25 00	Walnut	60 00 100 00
" shipping culls	14 00 16 00	Cherry	60 00 80 00
" 4th qual. deals	10 00 12 00	Butternut	22 00 40 00
" mill culls	8 00 10 00	Birch	15 00 25 00
Spruce, ₱ M.	10 00 12 00	Maple, hard	20 00 21 00
Hemlock	9 00 17 00	Laths	1 80 1 90
Ash	13 00 18 00	Shingles,	
Bass	12 00 20 00	" cedar	1 50 3 00

Montreal, Que.

MONTREAL, July 31, 1890.

Pine, 1st qua'y ₱ M	$25 00@35 00	Basswood	14 00 20 00
Pine, 2nd " "	20 00 25 00	Oak, per M	40 00 50 00
Pine shipping culls ₱ M	12 00 14 00	Walnut "	55 00 100 00
		Cherry "	65 00 80 00
Pine, 4th quality deals ₱ M	9 00 11 00	Butternut, per M	22 00 40 00
Pine, mill culls, ₱ M	6 00 8 00	Birch, "	12 00 20 00
Spruce, per M	9 00 11 00	Spruce timber	12 00 15 00
Hemlock, lumber	7 00 10 00	Hard Maple "	20 00 22 00
Hemlock timber	12 00 14 00	1¼ Lath	1 25
Ash	13 00 20 00	Shingles, 1st, per M	3 00 3 25
		Shingles, 2nd, "	1 25 1 50

St. John, N. B.

ST. JOHN, July 31, 1890.

Deals, Boards, Scantling, etc.

Spruce deals	$12 00	Spruce boards	12 00
Pine "	15 00	Pine "	12 00@40 00
Deal ends	6 00	Oak "	40 00
Scantling	10 00	Ash "	15 00@25 00
		Hemlock "	7 50

Shingles.

Spruce, extra	$3 50	No. 1	1 25
" clear	3 00	Pine	1 25
" No. 1 extra	2 25		

Clapboards.

Pine, extra	35 00	Spruce, extra	24 00
" clears	45 00	" clears	23 00
" 2d clears	35 00	" No. 1	15 00
		" No. 2	10 00

Flooring, Dressed.

6 in., No. 1	12 00	4 in., No. 1	12 00
" No. 2	10 00	" No. 2	10 00

Miscellaneous.

Staves	3 00@4 50	Laths	1 80
Heading 17 in. per pr.	04	Pickets	6 50@15 00
" 18 in.	04½	05½ Railway ties	
" 22 in.	04½	06	

Vancouver and New Westminster, B.C.

NEW WESTMINSTER, July 31, 1890.

Car load and ship rates according to assortment. Bridge and Wharf Plank and Timber.

10 to 40 ft. long, per M, net	$11 00
41 to 70 ft. " " " "	$12 00@15 00
Rough lumber, building material	11 00
" " Sized	12 50
" " Fir, Clear	17 50
" " Cedar, Bench or Selects	25 00
" " " " D. D	30 00

1 in, 1¼, 1½x6 in.

T. & G. Edge, Grain and Dry	27 50
" " " Green	25 00
No. 1, Dry	22 50
" 1, Green	20 00
" 2, Dry	20 00
" 2, Green	17 50
Cut to length, extra per M	2 50
D. Dressed	2 50

1 in, 1¼, 1½x4 1.

Edge Grain, Dry	27 50
" " Green	25 00
T. & G. Edge Grain, Dry	25 00
No. 1, Dry	25 00
" 1, Green	22 50
" 2, Dry	20 00
" 2, Green	17 50
S. S. Planks for scows	17 50
D. D. cedar, verandah cover, any length	45 00
" " " cut to length	50 00
Shingles	2 50
Lath	2 25
D. D. clear Cedar	40 00@60 00
Pickets, rough	11 00

Five per cent. off above prices for cash with the order.
Delivery on scow to mouth of river.

20 M ft. and over	75c. per M. ft
10 to 20 M ft.	$1.00 " "
Under 10 M ft.	1.25 " "

Albany, N. Y.

ALBANY, N.Y., July 31, 1890.

Hemlock.

Good, 1x10 in. each	13½c.	2½x4, run, each	12½
1x10 in culls	9½	2x4, run each	9½

Pine.

2½ in. and up, good	$53 00@55 00	10 in boards dressing and better	$28 00@34 00
4ths	48 00 50 00	Common	15 00 20 00
Selects	43 00 45 00	12 in. boards dressing and better	29 00 36 00
Pickings	38 00 40 00	Common	15 00 22 00
1 to 2 in., good	49 00 50 00	1¼ inch siding, selected	40 00 45 00
4ths	44 00 45 00	Common	15 00 20 00
Selects	39 00 40 00	1 in. siding selected	38 00 42 00
Pickings	34 00 35 00	Common	13 00 18 00
1 in. good	50 00 55 00	Norway, selected	22 00 25 00
4ths	45 00 48 00	Common	12 00 15 00
Selects	40 00 43 00	10 in. plk. 13 ft. dressing and better, each	42@50
Pickings	35 00 38 00	Culls	22 25
Shelving boards, 12 in. and up	26 00 32 00	10 in. boards, 13 ft., dress, & better each	28 33
Dressing bds. narrow	20 00 22 00	Culls	17 22
Sapping boards	16 00 18 00		
Box boards	13 00 15 00		

Shingles and Lath.

Shingles, shaved pine	6 50	Shingles, cedar mixed	2 75 3 00
2d quality	5 00	Lath, pine	2 00
Sawed, extra	4 30 4 40	Spruce	2 25
Sawed, clear butts	3 00 3 30	Hemlock	1 75
Cedar, XXX	4 00 4 20		

Buffalo and Tonawanda, N. Y.

BUFFALO, July 31, 1890.

Norway

Clear, 1 to 2 in. all width	24 00	Common, 1 to 2 in. all widths	12 50
Dressing, 1 to 2 in. all widths	18 00	4x4, 5x5, 6x6 turning	22 00
		4x4, 5x5, 6x6 common	16 00

White Pine.

Up'rs, 1 to 4 in. 10 in	$45 00@58 00	No. 2 cuts, 1 to 2 in and thicker	$16 00@22 00
Sl'cts & Picks, 1 to 4 in	39 00 50 00	Dressing, 1 to 2 in	22 00 25 00
Fine common, 1 to 2 in. and thicker	32 00 45 00	Common, 1 to 2 in	14 00 17 00
No. 1 cuts, 1 to 2 in and thicker	26 00 37 00	No. 1 barn, 7 to 12 in	18 50 21 00
Mold strips, 1 to 2 in	27 00 33 00	No. 2 barn, 7 to 12 in	16 00 17 00
		Mill culls, 1 to 2 in	9 00 10 00

Shingles

XXX, 18-in, sawed	3 70	Thick cut (trade mark) 16 in per square	2 50
XX, 18-in, sawed clear butts	2 70	XXX cut	2 25
X, 18-in, sawed	1 80	X cut	1 10
XXX, 16-in "	3 40	No 2 cut	50
XX, 16-in " clear butts	2 40	Short cut	1 25
X 16-in "	90	Square end, per thousand	5 00
Thick cut	3 20	Octagon or pointed end	5 25
XXX cut	3 00	Scalloped or round end	5 25
X cut	1 50	Other shapes made to order	5 25
No. 2 cut	65		

Saginaw, Mich.

EAST SAGINAW, July 31, 1890.

CARGO LOTS.

Uppers	36 00@38 00	Norway	8 50@10 00
Common	16 00 21 00	Box	11 00 11 50
Shipping Culls	9 00 11 00	Straight measure	12 50 20 00
Mill Culls			

YARD QUOTATIONS CAR LOTS DRY.

Siding.

Clear, 1½ in	23 00	C, 1½ in	17 00
⅞ in	46 00	⅞ in	30 00
Select, 1½ in	20 00	No. 1, ½ in	12 00
⅞ in	39 00	⅞ in	19 00

Finishing Lumber rough.

Three uppers, 1 in.	42 00@44 00	Fine common, 1 in.	32 00
1¼ & 1½ in	44 00 46 00	1¼ & 2 in.	33 00
Selects, 1 in.	37 00	C, 7, 8 & 9 in.	26 00
1¼ & 2 in.	38 00	Coffin Boards 16 in. & over	18 00

Joist, Scantling and Timber.

12 to 16 feet	10 00	20 feet	12 00
16 feet	11 00	24 "	13 00

Plank and timber, 12 inches wide, $1 extra.

Shingles.

XXX 18 in. Climax	3 50	18 in X (cull)	50
XXX Saginaw	3 25	XXX shorts	2 00
XX Climax	2 00	XX	1 25
18 in 4 in c. b	1 00		

Lath, and Pickets.

Lath, No. 1 white pine	2 00	Pickets, 2 to 2½ in, 3 to 4 ft.	
" No. 2 "	" Norway 1 40	rough	15 50
		Dressed	20 00
		1½ in. square, rough	18 00
		Dressed	25 00

New York City

NEW YORK, July 31, 1890.

Black Walnut.

⅝ in. clear	$80 00@82 00	Culls, 1 inch	$35 00@36 00
1 and 1¼ inches	95 00 97 00	Culls, thick	36 00 37 00
1½ and thicker	100 00 105 00	Counter tops, 18 in.	
Rejects	50 00 52 00	and over	110 00 150 00

Poplar, or White Wood.

⅝ in. 10 inches and over	25 00@26 00	1 inch, 8 in. and over	30 50 31 50
¾ in. coffin boards	28 00 29 00	2½ and thicker	33 00 34 00
1 inch, 10 inch and over	31 50 32 00	Common 1 to 2 in	22 50 23 50
		Saps, 1 inch & thicker	26 00 27 00
		Culls, all thickness	15 00 16 00

Ash.

1 in. white	36 00@37 00	Strips clear	27 00@28 00
1¼ to 2 inch	38 00 39 00	Black ash, good	26 00 30 00
2½ to 4 inch	40 00 41 00	Black ash, com	18 00 19 00

Oak.

1 inch plain sawed	37 00@39 00	5 inches and over	52 50@53 00
1¼ to 2 inch	39 00 40 00	Thicker	54 00 55 00
Thicker	40 00 41 00	Strips under 6 in.	42 00 44 00
Quarter-sawed, white, all clear, - Dimension cut size			25 00 27 00

Cherry

1 inch	83 00@85 00	1½ and thicker	95 00@100 00
1 inch strips	40 00 42 00	Counter tops, 18 in.	
1¼ to 2 inch	85 00 90 00	and over	110 00 115 00
Rejects	40 00 44 00	Culls, all thickness	16 00 18 00

Miscellaneous.

Chestnut, clear	33 00@35 00	Hickery, old growth	50 00 55 00
Chestnut common	20 00 22 00	Hickery, 2nd growth	70 00 75 00
Basswood white	30 00 32 00	Elm	20 00 22 00
Basswood common	21 00 23 00	Sycamore	24 00 26 00
Maple, clear	28 00 30 00	Sycamore quartered	38 00 40 00
Birch, clear	32 00 35 00	Gum	35 00 37 00
Birch, 1s and 2s	26 00 30 00	Butternut	45 00 50 00
Cottonwood	21 00 22 00	Sycamore dressed fig	24 00 25 00

Boston, Mass.

BOSTON, July 31, 1890.

Western Pine—by car load.

Uppers, 1 in	$48 00@50 00	Fine com., 3 & 4 in	42 00@45 00
1¼, 1½ & 2 in	48 00 50 00	No 2, 1 in. Fine com.	28 00 30 00
3 & 4 in	55 00 60 00	1¼, 1½ & 2 in	29 00 31 00
Selects, 1 in	42 00 43 00	No. 1 strips, 4 to 6 in	40 00 43 00
1¼, 1½ & 2in	43 00 45 00	No. 2	35 00 37 00
3 & 4 in	45 00 50 00	No. 3	24 00 26 00
Moulding boards, 7 to 11 inch clear	36 00 38 00	Cut ups, 1 to 2 in	24 00 30 00
60 per cent clear	34 00 36 00	Coffin boards	19 00 22 00
Fine common 1 inch	36 00 38 00	Common all widths	22 00 26 00
1¼, 1½ & 2 inch	38 00 40 00	Shipping culls 1 in	15 00 15 50
		do 1¼ in	15 50 16 50

Eastern Pine—Cargo or Car Load.

Nos. 1, 2 & 3	40 00@43 00	Clapboards, 4 ft., sap	
4	28 00 30 00	clear	40 00 45 00
5	23 00 26 00	Sap, 2nd clear	33 00 35 00
Ship'g bds & coarse	16 00 16 50	Heart extra	50 00 55 00
Refuse	12 00 13 50	Heart clear	45 00 50 00
West'rn pine clapbds 4 ft. sap extra	45 00 50 00	Bevel siding 6in, clear	23 00 24 00

Spruce—by Cargo.

Scantling and plank, random cargoes	14 00@15 00	Coarse, rough	12 00 14 00
Yard orders, ordinary sizes	15 00 16 00	Hemlock bds., rough	12 00 13 00
Yard orders, extra sizes	15 00 18 00	" dressed	12 00 14 00
Clear floor boards	19 00 20 00	Clapbds., extra, 4 ft.	38 00 40 00
No. 2	16 00 17 00	Clear, 4 ft.	35 00 37 00
		Second clear	25 00
		No. 1	10 00 14 00

Lath.

Spruce by cargo	2 10@2 20

Shingles.

Spruce	1 25@1 50	Cedar, sawed, extra	3 25 3 50
Pine, 18 in. extra	4 00 4 25	Clear	3 00
Pine, No. 1	3 00 3 15	Extra, No. 1	2 50
		Cypress. No. 1, 18 in.	5 00

Oswego, N. Y.

OSWEGO, July 31, 1890.

Three uppers, 1¼, 1½ & 2 inch	$43 00@45 00
Pickings, 1¼, 1½ & 2 in	35 00 36 00
No. 1 cutting up, 1¼, 1½ & 2in.	30 00 31 00
No. 2 cutting up, 1¼, 1½ & 2in	19 00 21 00
1 in strips, 4 to 8 wide, selected for moulding strips, 14 to 16 ft.	31 00 33 00
1x6 selected for clapboards	32 00 34 00

Siding.

1 in siding, cutting up piks & uppers	30 00@39 00	1¼ in selected	35 00@40 00
		1¼ in dressing	17 00 19 00
1 in dressing	19 00@21 00	1¼ in No. 1 culls	14 00 16 00
1 in No. 1 culls	14 00@16 00	1¼ in No. 2 culls	13 00 14 00
1 in No. 2 culls	13 00@14 00	1¼ in No. 3 culls	9 50 10 00

1x12 Inch.

12 & 16 ft, mill run	20 00 23 00
12 & 16 ft, No. 1 &2, barn boards	18 00 19 00
12 & 16 ft, dressing and better.	26 00 30 00
12 & 16 ft, No 2 culls	15 00

1x10 Inch.

12 & 13 ft, mill run, mill culls out	19 00 20 00
12 & 13 ft, dressing and better	25 00 27 00
12 & 13 ft, No 1 culls	16 00 17 00
12 & 13 ft, No 2 culls	14 00 15 00
14 to 16 ft, mill run mill culls out	20 00 22 00
14 to 16 ft, dressing and better	25 00 27 00
14 to 16 ft, No. 1 culls	16 00 17 00
14 to 16 ft, No 2 culls	14 00 15 00
10 to 13 ft, No. 3 culls	9 50 10 00

1 1-4x10 Inches.

Mill run, mill culls out	20 00@23 00	No. 1 culls	16 00@17 00
Dressing and better	25 00 30 00	No. 2 culls	14 00 15 00

1x4 Inches.

Mill run, mill culls out	17 00@19 00	No. 1 culls	13 00@14 00
Dressing and better	23 00 27 00	No. 2 culls	11 00 12 00

1x5 Inches.

6 7 or 8, mill run, mill culls out	19 00@21 00	6, 7 or 8, No. 1 culls	15 00@16 00
		6, 7 or 8, No. 2 culls	13 00 14 00
6, 7 or 8, drsg & better	24 00 28 00		

Shingles.

XXX, 18 in pine	3 60@3 80	XXX, 18 in cedar	3 40@3 70
Clear butts, pine, 18 in.	2 60 2 80	Clear butt, 18 in cedar.,	2 40 2 70
XXX, 16 in pine	3 10 3 20	XX, 18 in cedar	2 00 2 10
Stocks cedars, 5 or 6 in.	5 00		

Pickets.

No. 1, 1¼x1¼	15 00	No. 2, 1x3	9 00 10 00
No. 1, 1x3	20 00		

Lath.

No. 1. ¼	1 90	No. 2, 1 1-4	1 80
No. 1 1-4	1 60		

OUR TIMBER EXPORTS TO BRITAIN.

The following cargoes of Canadian wood have been reported at various United Kingdom ports since our last issue.

ABERDEEN—Magdalene, Quebec, 19 pcs, hewn oak, 56 pcs. hewn elm, 19 pcs. hewn ash, 231 pcs. hewn birch, 183 pcs. hewn pine, 10,727 pine deals.

BARROW—Kate Crosby, Miramichi, 28,809 deals, battens and boards. Starlight, Miramichi, 50,574 deals and ends. Palmas, Montreal, 30,000 deals, boards and ends.

BELFAST—Newminster, Harvey, 38,087 fir deals, 9,094 fir boards, 2,993 fir deal ends. Tasmanian, Parrsborough, 34,506 deals and battens, 216 scantlings, 2,053 deals. Norman, Miramichi, 28,749 deals and scantlings, 12,000 palings. Jane Kelsall, St. John, 41,679 deals and battens, 677 pcs. hewn scantling, 7,571 deal ends. Annie Burrill, St. John, 23,017 deals, 2,511 deal ends, 282 pcs. hewn birch. Valona, Miramichi, 26,377 pcs. sawn fir, 12,000 palings. Europa, Miramichi, 18,145 deals and ends. Arethusa, Miramichi, 12,423 deals, 7,200 boards. J. W. Oliver, St. John, 73,580 deals and deal ends. Roska, Miramichi, 20,490 deals, 28 pcs. birch. Marie, Miramichi, 19,652 deals and scantlings.

BRISTOL—Texas, Montreal and Quebec, 6,265 white pine boards, 672 white pine deals. Maud, Quebec, 179 pcs. oak timber, 1,087 pcs. hewn fir, 1,672 deals. Idaho, Montreal, 3,153 pine deals, 980 white pine deals, 13,001 deals, 429 pcs. birch. Emilie Marie, Halifax, 13,906 spruce deals, 2,792 birch deals. Ontario, Montreal, 40,625 deals, 3,811 boards, 453 ends.

CARDIFF—Marianne, Montreal, 26,022 pcs. sawn fir. Alaska, Montreal, 887 pcs, sawn fir, 48,942 deals, boards and ends, 84 pcs. hewn fir, 73 pcs. oak. Herbert, St. John, 44,515 deals and boards. Emil Stang, St. John, 29,810 fir deals. Senator Weber, St. John, 48,345 pcs. sawn fir. Ariadne, Sheet Harbor, 23,211 deals, ends, scantlings and boards. Pafetta, St. John, 18,419 deals and ends. Anna Camp, Quebec, 6,653 pcs. sawn fir, 160 pcs. hewn oak, 54 pcs. elm.

CARNARVON—Dinorah, Halifax, 8,275 spruce deals. Helene, St. John, 19,925 deals and battens.

DUNDEE—Bavaria, Quebec, 25 pcs. hewn oak, 100 pcs. hewn elm, 12 pcs. hewn ash, 550 pcs, hewn birch, 25 pcs. hewn walnut, 12 pcs. hewn red pine, 315 pcs. hewn yellow pine, 18,652 sawn pine deals, 2,833 sawn spruce deals, 2,400 oak staves. Austerlitz, Montreal, 36,456 deals and ends, 50 pine boards, 2,153 deals.

FLEETWOOD—Lizzie Burrill, St. John, 38,263 deals and ends. Geraldine, St. John, 35,744 deals. Sphynx, Quebec, 967 pcs. hewn fir, 277 pcs. birch. 15,902 sawn deals. Sapphire, St. John 39,921 deals and ends, 1,478 pcs. sawn birch.

GLASGOW—Concordia, Montreal, 4,130 deals, 29½ stds. deals, 612 pcs. oak lumber, 3 cars oak lumber. Siberian, Quebec and Montreal, 23,230 deals. Amarynthia, Montreal, 7,537 deals, 2,147 oak lumber. Ashburne, Montreal, 25,332 pine deals. Pomeranian, Quebec and Montreal, 521 loads deals. Alcides, Montreal, 5,811 deals, 46 pcs. basswood, 209 pcs. oak, 10 maple logs, 384 pcs. timber. Ratata, Bathurst, 19,019 deals. Bjorviken, Weymouth, 12,419 spruce deals, 125 logs birch timber, 2,130 hardwood planks, 14,077 pcs spoolwood. Hibernian, Quebec and Montreal, 6,396 deals. Austerlitz, Montreal, 36,456 deals and deal ends, 50 logs waney boardwood, 2,153 deals. Canadian, Montreal, 4,457 deals. Circe, Montreal, 637 pcs. oak lumber, 556 deals. Sarmatian, Quebec and Montreal, 6,922 bdls. spoolwood.

GLOUCESTER—Dora Forster, Miramichi, 82,588 deals. Stillwater, 34,820 deals, battens and boards. Chieftain, Halifax, 21,481 deals, 746 pcs. sawn birch, 549 pcs. hewn birch. Eva, Halifax, 15,559 deals. Lima, Halifax, 22,631 deals.

GRIMSBY—Aslacoe, Quebec, 69,335 deals, 295 pcs. hewn fir.

HARTLEPOOL, (WEST)—Satsman, Montreal, 15,212 deals and boards, 23,993 deals and ends. Charrington, Montreal, 40,066 deals and ends, 10,860 boards, 69 pcs. oak, 4 pcs. ash, 129 pcs. hewn fir, 15 pcs. elm.

LEITH—Sicilian, Quebec, 654 pcs. hewn timber, 15,755 deals and ends. Abington, Quebec, 18,747 deals, 443 pcs. sawn fir, 120 pcs. hewn elm, 129 pcs. hewn ash, 68 pcs. hewn oak, 364 pcs. hewn birch. Abington, Quebec, 111 pcs. hewn waney.

LIMERICK—St. Andrews, Miramichi, 24,875 deals. Falcon, Quebec, 26 pcs. oak, 14 pcs. elm, 105 pcs. hewn fir, 13,319 deals.

LLANELLY—Vulcan, Halifax, 2,543 pcs. sawn fir, 9,791 pcs. saw timber, 19 pcs. hewn timber. Eliza Lines, Halifax, 8,100 pcs. sawn timber, 2,411 pcs. fir.

LIVERPOOL—Michigan, Montreal, 3,620 ends, 29,977 deals, 13,635 boards. Lake Huron, Montreal, 6,193 deals, 2,401 boards, 5,104 pcs lumber, 4,141 boards, 99 logs timber. Eleanor, Quebec, 1,020 pcs. waney pine, 39 pcs. oak, 365 pcs. birch, 30 pcs. elm, 16 pcs. chestnut, 1,474 pine deals, 4,588 pine deal ends, 238 pcs. ash, 9,615 spruce deals, 1,050 spruce deal ends. Vancouver, Montreal, 9,790 boards, 10,206 deals and ends, 11,510 maple blocks, 3,020 pcs. w. pine, 880 deals, from Quebec, 1,921 pine deals. Maude, Miramichi, 39,357 deals, boards and ends, 4,161 deals and ends, 404,400 palings. Erema, Charlottetown, 4,891 deals and ends, 818 pcs. larch timber. Netherholme, Montreal, 54,878 deals and ends. Nova Scotian, Quebec, 185 pcs. splints; from Montreal, 2,641 maple blocks, 3,497 deals, Toronto, Montreal, 257 maple blocks, 7,742 deals, 9,294 boards. Natant, St. John, 25,677 spruce deals, 8,320 palings, 727 pcs. birch timber. Gamma, Halifax, 159 stds, spruce deals, 100 stds. birch. Oxenholme, Montreal, 9,885 spruce, 7,566 pine deals, 3,032 pine deal ends, 2,125 pine boards. Circassian, Montreal, 6,156 deals; from Quebec, 748 pine and 3,326 spruce deals. Lake Nepigon, Montreal, 756 maple blocks, 1,342 deals, 10,052 boards, 4,363 pcs., 54 logs boards 41 deals. Panama, St. John, 54,359 spruce deals, battens, scantlings, boards and ends. Sarnia, Montreal, 290 maple blocks, 8,953 boards, 13,730 pine deals, 1,007 scantlings. Straits of Magellan, Montreal, 3,509 ends, 18,822 deals, 4,796 boards. W. H. Corsar, Parrsboro, 39,810 spruce deals and battens, 343 spruce scantlings, 2,322 spruce deal ends, 115 deals, 2,524 birch deals and battens, 116 deal ends. Muriel, Halifax, 15,120 deals and battens, 8 boards, 1,032 deal ends. Vancouver, St. John, 27,300 deals and battens, 1,774 boards, 8,217 deal ends, 2,132 scantlings, 5,803 birch planks, 428 birch ends. Lake Ontario, Montreal, 5,284 deals, 3,475 boards, 7,200 maple blocks. Paramatta, West Bay, 524 stds. spruce deals, ends and battens. Capenhurst, Miramichi, 2,303 birch deals and ends, 46,671 fir deals and ends, 7,500 palings. Oregon, Montreal, 705 pcs. scantling. City of Lincoln, Montreal, 2,133 deal ends, 21,844 deals, 4,067 boards. Sardinian, Montreal, 4,703 pine boards, 4370 deals, 1,159 maple blocks. Cathinea, Chatham, 11,524 deals and ends. Columbia, Halifax, 20,761 deals, 2,311 ends. Equator, Quebec, 166 pcs. oak, 31 pcs. elm, 44 pcs. ash, 475 pcs. white pine, 14,337 pine deals, 2,036 pine deal ends, 5,841 spruce deals. Neophyte, Quebec, 7,400 pine boards, 2,752 pine deals, 30,585 spruce deals. Silistria, Quebec, 58 pcs. oak, 79 pcs. elm, 97 pcs. waney, 458 pcs. square pine, 1,881 pine deals, 1,200 pine ends. Lake Winnipeg, Montreal, 5,005 deals, 12,651 boards. Prince Louis, Quebec, 856 pcs. pine, 1,376 pine deals, 690 pine deal ends, 1,870 spruce deals, 358 pcs. oak. Shelburne, West Bay, 32,610 deals, 3,665 scantlings, 2,082 ends. Polynesian, Montreal, 5,918 maple blocks, 2,754 deals; from Quebec, 500 cs. splints. Vilhelm Ludwig, Bathurst, 10,107 deals, 290 scantlings, 1,479 ends, 1,420 boards. Edith, Halifax, 7,019 birch deals and battens, 651 birch deal ends, 11,551 spruce deals, 197 spruce ends. Dominion, Montreal, 529 pcs. oak lumber, 7,098 deals, 1,673 boards. Sleipner, Miramichi, 289,725 palings, 50,410 deals, boards and ends. Fernside, Montreal, 14 stds. timber, 558 stds. deals. Lake Superior, Montreal, 11,067 deals, 8,183 boards. Parisian, Montreal, 5,709 deals, 878 ends; from Quebec, 446 splints. Ossuna, Richibucto, 30,128 fir deals and ends. Konoma, Richibucto, 27,311 fir deals and ends, 436 birch deals and ends. Macleod, Richibucto, 17,099 spruce deals, 1,173 scantlings, 4,077 boards, 2,850 ends. Gallego, St. John, 35,444 deals, 2,670 scantlings, 15,288 ends, 3,808 boards, 477 boards, 5,706 birch planks, 1,066 birch ends.

LONDON—Brazillian, Montreal, 9,511 deals, 1,065 splints. Ulunda, Halifax, 7,273 pcs. lumber, 2,116 doors, 216 bdls. moulds, 2,479 splints, 38 pcs. timber, 2,498 deals. Heathfield, Montreal, 7,693 deal ends, 45,108 deals. Osmanli, Montreal, 2,248 deal ends, 55,154 deals. Amy, Three Rivers, 50,383 deals. Bonnington, Montreal, 43,154 deals, 4,887 ends. Lady Tennant, Montreal, 8,468 deal ends, 47,359 deals. Maritans, Montreal, 68,388 deals, ends, etc. Hovding, Quebec, 6,712 deal ends, 37,682 deals. Calabria, Montreal, 3,059 ends, 1,240 boards, 32,045 deals. Assyrian, Montreal, 428 crts. woodenware, 673 cs. splints, 13,008 deals. Damara, Halifax, 1,193 cs. splints, 2,069 doors, 109 bdls. moulds, 651 pcs. ash, 4,579 deals, 324 pcs. birch. Sea King, Montreal, 115 pcs. ash, 6,093 deals. Calabria, Montreal, 3,059 ends, 1,240 bds. 32,045 deals. Lennatin, Quebec, 1,400 pine deal ends, 17,614 deals. Countess, Montreal, 57,606 deals. Rydal Holme, Montreal, 754 stds. deals. Carin, Quebec, 1,994 ends, 30,931 deals. Acuba, Montreal, 54,690 deals, &c., 597 pcs. timber. Storm King, Montreal, 4,352 deals. Cordonia, Montreal, 60,844 deals and deal ends. Clara, Quebec, 28,830 deals. Savannah, Quebec, 8,585 deal ends, 34,597 deals, 3,064 staves. Grecian, Quebec, 773 cs. splints. Niithsdale, Montreal, 51,719 deals.

LONDONDERRY—Buda, St. John, 12,725 deals. Arvio, St. John, 1,226 pcs. sawn fir.

MARYPORT—Alma, Quebec, 35 pcs. timber unrated, 79 pcs. hewn fir, 1,734 deals, 24 pcs. oak, 12 pcs. ash, 45 pcs. birch, 169 pcs. waney, 135 lds. deals and ends, 209 pcs. fir timber.

NEWRY—Norden, St. Margaret's Bay, 15,250 deals and deal ends. Ruby, Miramichi, 8,839 deals and ends. Canning, St. John, 20,270 deals and ends.

SOUTHAMPTON—Forsete, Quebec, 86 pcs. hewn fir, 10,865 pcs. sawn fir, 691 staves.

SWANSEA—Lady Nairn, Halifax Harbor, 9,375 spruce deals. Calliope, St. John, 27,240 pcs. sawn fir, 8,723 pcs. sawn birch. Formica, Halifax, 3,432 birch deals, 313 birch ends, 7 spruce scantlings, 161 spruce deal ends, 8,597 spruce deals. Tanjore, St. John, 28,660 pcs. sawn fir, 25 pcs. sawn birch.

WEXFORD—Sovereign, St. John, 11,659 deals.

FIRE RECORD.

Reid and Eaton's portable saw mill was destroyed by fire at Steam Mill, N.S. on July 8th.

Setterly Bros. saw mill at Bearbrook, Ont., was destroyed by fire June 6th. The loss is $30,000, with no insurance.

The shingle mill on Gambier Island, B.C., belonging to W. L. Johnston & Co., of New Westminster, was burned on July 1st. Total loss, no insurance.

Setterby Bros.' saw mill at Barbrook, 21 miles from Ottawa, has been destroyed by incedinary fire. The stock of logs and timber was also destroyed.

The foundry, machine shop, and planing mill occupied by Dodwell and Sanders, at Claremont, Ont. were totally destroyed by fire on July 13th. Loss $3,000; no insurance.

Mr. John B. Schmidt's sawmill, near Phillipsburg, Ont. was burned on July 4th. The fire originated from a boxing of a shaft that had become too hot. Loss about $2,000; no insurance.

A fire at Midland, Ont. on July 19th, caused the loss of between five and six million feet of lumber owned by the Emery Lumber Company of East Saginaw, and the Moore Lumber Company, of Detroit. Covered by insurance.

The aggregate loss by the big lumber yard fire at Ferrysburg, Mich., on July 7th, foots up $45,000, with total insurance of $35,000. Most of the lumber destroyed was owned by Tonawanda parties, and McFie & Son, of Grand Rapids, Mich. lost a quantity of hardwood lumber.

Adams & Gregory's lumber mill at Carleton, N. B., was consumed by fire June, 21st, with 200,000 feet of lumber, involving $25,000 loss to the firm and $3,000 loss on lumber owned by E. G. Dunn. The former had $8,000 insurance. The furnace is supposed to have caved in and caused the conflagration.

The shingle mill at Port Graves, Gambier Island, Howe Sound, B. C., owned by W. L. Johnson & Co., of New Westminster, was totally destroyed by fire on July 8th. All the stock of shingles on hand, 750,000, besides the shingle blocks ready for cutting, were destroyed. No insurance on either stock or machinery.

A disastrous conflagration at the foot of Michigan Street, Chicago, occured on July 30th. Between ten and fifteen acres of lumber were consumed, and about forty freight cars. Five hundred thousand telegraph poles, a great quantity of railroad ties and oak plank, besides wharfing material, several huge store buildings and a gigantic pile driver were destroyed. Loss about $300.000.

A fire at East Tawas, Mich., on July 16th, cost the lumbermen $3,000,000. The barge *Sea Gull*, lying alongside Sibly & Bearinger's lumber docks, caught fire, setting fire to the docks and the huge piles of lumber stretched along the bay. Sibley & Bearinger lost $2,000,000. The others losers are a Tonawanda lumber company, Wm. Looke, Emery Bros. and Isaac Bearinger.

Mr. W. E. Anderson's saw mill at Sundridge, Ont., with all the machinery in it, was burned to the ground on July 3rd. The roof caught fire from the boilers, and was in a mass of flames before discovered, although the mill was running and the night gang at work. After a long, hard fight, the spread of the flames was checked, and the large stock of lumber in the yard was saved. No insurance. Loss about $4.000.

On the 3rd July, Young & Leslie's saw mill, sash and door and shingle factories, situated in the valley of the Pottawottamie, near Owen Sound, Ont., were discovered to be on fire, and within an hour the buildings had been consumed, together with a considerable quantity of dry lumber. The mills were owned by Mr. Nichol, and were uninsured; loss about $8.000. The stock was owned by Young & Leslie Bros.; loss unknown.

A destructive fire occured during the last month in the extensive works of the Wm. Hamilton Manufacturing Co., of Peterborough, Ont. which destroyed property to the amount of from $30,000 to $40,000. The buildings occupied three or for acres, but fortunately only the moulding shop and pattern house were burned. But it was in the last named department where the greatest damage was done, many thousand dollars worth of patterns have been destroyed. The insurance is small, but little delay will be occasioned in turning out orders on hand.

A destructive fire at Saginaw, Mich. on July 29th, spread over an area three-quarters of a mile long by an eight of a mile wide and destroyed property valued in the aggregate at $375,000. Nearly 19,000,000 feet of lumber and 15,000 cords of wood were destroyed, besides mills, offices, docks, tramways and other property, including 66 freight cars. The Owen Hutchinson Lumber Company lose $45,000; John G. Owen, $18,000; H. B. Neason, Son & Co., $90,000; J. J. Winsor, $20,000; Brown & Ryan, $175,000, 66 freight cars $40,000.

Fire was discovered on the morning of July 6th on the steambarge Sea Gull, laying at Bearingers dock, East Tawas, Mich., which had about 5,000,000 feet of pine lumber piled upon it. The flame soon spread to the lumber, which was all burned. The Sea Gull, after parting her lines, floated to Emery Bros.' dock, where was piled about 7,000,000 feet of lumber, and this, too, was all consumed. The burning steamer then floated on for half a mile to Locke & Stevens' dock, which was piled with 4,000,000 feet of lumber, and this was also burned. The steamer kept on drifting, and went high out on the beach and burned to the water's edge. The crew of the Sea Gull got off safely except the woman cook, who was burned to death. The lumber on Bearinger's dock was owned, by Sibley & Bearinger. The lumber on Emery Brothers dock was owned by the Michigan Pipe Company and 3,000,000 feet by Emery Brothers, which was fully insured. The lumber on Locke & Stevens' dock was owned, 3,000,000 feet by the Michigan Pipe Company and 1,000,000 feet by Alger, Smith & Co. The loss on lumber and dock is about $300,000.

PRACTICAL HINTS TO LUMBER MANUFACTURERS.

By C. G. Horton

Sawyers often make a grave mistake in not sawing so that the lumber will be full thickness when dry. Boards should be sawed not less than $1\frac{1}{16}$ inch, and plank one-eighth thicker than the specified thickness. As some woods shrink more than others, due allowance for drying should be made for them. Inch boards or plank are either reduced to the next standard thickness, or to one grade lower, on account of its thinness, and in inch stock it is often refused altogether, or thrown into culls.

* * *

A careless sawyer often makes a board plump on one edge, while the other edge lacks just enough to spoil the board for the grade into which its quality would place it. Much otherwise good lumber is reduced to culls, on account of its being full thickness in the centre, and too thick or thin at either one or both ends. The inspection rules make all such stock culls. A hint to the wise. Do not think that lumber, as above, will escape the eye of the inspector, and go as good. It will not; and, on the other hand, if a buyer sees much such stock in a car, before buying, it often prevents a sale, or the buyer will make a point of it, and hagger for a reduction in the agreed price.

* * *

Bad sawing is constantly creating disputes between sellers and buyers. The inspector in the market puts his rule and his eye on the badly manufactured lumber, and the buyer, not wishing to pay for firsts and have only seconds, refuses to settle on the original invoice from the shipper. A majority of these disputes would not have occurred had them an at the saw known and done his duty. It is proper that all work should be done well, because it is right and just that it should be done in that manner, but there is with the manufacturer the strong motive that in the manufacture of lumber it will pay. Every mill man certainly knows that it does not pay to send a poor lot of lumber to any of the great markets. We were standing one day by the side of a mill owner, on the banks of the Ohio River, watching the care and precision followed by the employes. There was no haste, which was remarked to the man at our side. His reply was, that he did not want his men to rush work. He wanted care and good work. That he would rather have one thousand feet well and correctly manufactured, than to have three thousand sawed up hap-hazard. He was an old mill man, and he knew what would pay. Go into any market you may choose, and you will find well-manufactured stock sells more readily and brings better prices than unevenly sawed lumber. The mere slashing up of logs without regard to what can be made from them can never be profitable. There are very many logs that can be so manufactured, that the run will be 70 or 80 per cent. ones and twos, when careless work would make over 50 per cent. culls. It is, perhaps, natural for a employee, especially if but recently employed, to desire a good showing in his work, and he may fall into the error that he will be judged by quantity rather than quality. I wish to impress deeply upon the minds of manufacturers that the only correct method is to manufacture well and make the most of each particular log. Good lumber is saleable and profitable, while poor lumber is profitless, weakens the markets, wastes raw material, and opens the direct road to failure for such manufactures.

* * *

Another cause of much badly-manufactured lumber is the prevailing custom of paying so much per thousand for sawing. The sawyer may know his business thoroughly, but to work up to his knowledge may require more extra time than he is willing to devote to "the other man's" interests, and the result is, he does a good day's work in the number of feet he has sawed, but the man for whom the work was done doubly pays for it. How much better it would be for both mill owner and the man who is having the work done could they agree on a stated price per hour. It may seem a broad assertion, but I venture to say that by this arrangement the man for whom the sawing is done—providing the logs sawed be valuable timber—will gain enough to pay for the whole day's saw-bill, as by this plan the sawyer can see advantages to be taken of a log, which never would have occurred to him if quantity instead of quality were taken into consideration. The mill owner who saws his own logs need not be told that care must be taken, and yet many will "butcher" their own timber as though they were not sawing money out of their own pockets every hour they run their mills. These are the men who want the lumber buyers from the large markets to pay them the same price that the careful sawyer gets for his product, and will think they have not been fairly dealt with if they are made to pay for their own mistake.

* * *

In loading cars, the ends of the lumber in the middle of the car should be even; this, of course, is not absolutely necessary, but it is an important point when a car load has arrived in market and a seller is endeavoring to dispose of it. Every thickness should be by itself. When ends are even the various thicknesses and average width can be seen at a glance. Such loading indicates care, and shows at once that the mill man understands his business, and also creates a favorable impression. When practicable only one thickness should be sent in the same car. It may also seem like taking unnecessary trouble for a mill man to select his lumber and load only one grade in a car. But it will surely pay him to do so. There are buyers who want nothing but the good lumber. Others call for only the lower grades. Some want only boards. Others will only buy 1¼ and 1½ and nothing else. In sending mixed car loads, it may necessitate as many sales as there are thicknesses or grades, and the chances are that in such a disposition, the lumber will have to be handled several times, which adds to the expense and reduces the net return. There are buyers who want all thicknesses and grades, and will buy mixed cars of different sorts of lumber, but they are exceptions to the general rule. Under all circumstances a shipper should use box cars, if it is possible to secure them, as when the lumber arrives at its destination it is dry and free from dirt, ice and cinders. As between all-rail and rail-and-water delivery, all-rail is desirable every time, especially if the saving in rate is only 2 or 3 cents a hundred pounds. Re-handling of lumber should be avoided as much as possible. Occasionally a manufacturer makes the mistake of sending in a 16-foot board or plank 12 inches wide, that is strictly clear except 2 feet at each end, thinking it will be inspected and graded as a 12-foot board, and marked as A No. 1. The inspector takes it as a whole will measure it as 16 feet, and put it in its proper grade. Moral: Saw off the bad ends at the mill, save the freight and raise the grade. Marking off the ends with a black line will not do. An inspector does not take that into consideration. Bark and wane edges should be edged off, and and never ship heart pieces. They will not pay freight, and make the good lumber look like it was conscious of keeping bad company.

* * *

Write to your consignee that I have this day sent you a car of [state what kind of lumber]—Then describe the quality, thickness, length, and give all the information possible that may aid the seller in describing the stock to his customers. Tell how long it has been on stick, etc. With this information it can be sold before it arrives. Shippers of lumber make a grave mistake in misrepresenting to their consignee the stock they send them. Praise from the owner will not raise the quality or enhance the value of his stock. If the consignee can rely upon the statement of the shipper, he can oftentimes make sales before the stock arrives; otherwise he is compelled to ascertain this fact by personal examination in order that he may know to what class of customers it must be offered. One of the most frequent complaints made of the manufacture of lumber is in regard to the thickness. Too many mill men think that if they approximate the thickness desired the lumber will pass inspection. It pays to cut all sizes of lumber "full."

* * *

In listening to an old lumber inspector deliver himself of some general instructions on inspection to a tyro, I caught an idea that had occurred to me before, but which I had never heard quite so forcibly expressed. He said: "When you look at a piece of lumber, primarily dismiss altogether from your mind its specific quality; regard it as a piece of absolutely clear lumber of the certain dimension it is; take first the width, thickness and length into your mind; establish with yourself what it would be if it was absolutely clear, and then hunt defects, grading down as they may appear, until it fits the grade notch the defects force it into. The system is correct in principal; is quick and gives an inspector a chance to use his brains in sorting lumber, as well as his optics and the board rule.

* * *

To know exactly how to season lumber so that it will not split, face crack, mold, warp, twist or spring is much more of a science than most people imagine. As valuable lumber runs into money very fast it is necessary in order to reap the largest profit on it to get it dry and ready for use in the quickest possible way. At the same time if we dry it so fast that it will face crack or check, the loss will likely be more than the gain. Different lumber must be treated in different ways, of course. For instance, oak, ash, hickory, rock elm and other tough woods, must dry very slowly, hence when piled it must be crossed with very thin stickers and the pieces close together to get it to dry as slowly as possible, but still it would not do to pile it solid, as it would at once begin to mould or rot. Basswood, pine, poplar and other soft woods can be dried quicker without much danger of opening up on the surface Thin lumber, such as five-eights, three fourths and inch does not check so much as thicker lumber. Squares check the most of any lumber. This can easily be explained. A thin board dries all the way through and a thick board dries so much faster on the outside than in the centre that the shrinkage being unevenly divided between outside and inside causes it to pull apart on the outside. Checks depreciate the value of lumber faster than knots or bad places in it for the simple reason that bad spots can be cut out, but season checks are generally all over the piece. Haven't time to stick lumber carefully, will not answer. The acids of hardwoods are strong, and when two fresh-cut boards or plank are piled face to face, a souring moulding, or darkening process, begins at once. This stain cannot be removed, and becomes intensified by age. If you wish to get full value for your lumber, you must take time to stick it properly, as fast as it comes from the saw. Don't spend your time in wondering why your stock is not as bright and nice as some you have seen. It is because you continue to saw and pile it close together, and leave it for days and weeks in that condition, until it is spoiled, and no amount of care will remedy the mistake. No hardwood pile should be more than eight feet wide. Six feet is much better. The front part of the foundation of the pile should be at least two feet from the ground, the back about eighteen inches. A space of at least two feet should be left between such piles. Begin each pile by leaving a space between each board, and pile so until the top is reached. The openings thus made, will be so many chimneys for the air to circulate through and dry out your lumber more in thirty days than it would dry if piled close together in three months. Place the cross sticks about four feet apart and directly over each other. Put your sap boards with the sap down, and on the outside of the pile. Pile each length in separate pile. It is the custom of many to use wide boards or plank for cross sticks, one at each end and one in the centre of the pile. The result is that every board or plank is stained, rotten, or doty at the point of contact with these wide ratlines. Cross sticks should never be more than 3 inches wide and thoroughly dry. Another reason for the concessions in price is often made on hardwoods when it reaches this market, is that in cross sticking lumber with wide long stock, the same as that in the pile, it necessitates a pile to be 12, 14 or 16 feet wide. Such a pile cannot be well ventilated; as a consequence much of the lumber in the centre becomes streaked and browned in the hot months by the gaseous vapors which have evaporated from the lumber during the day, and settled back upon it during the night. This gives lumber a doty or dead appearance, and hardwood should have its natural, bright and

cherry surface. The front stick or crosser should be placed so as to project one inch beyond the ends of the lumber. This allows just enough moisture to collect to prevent the stock from drying too rapidly on the ends, or faster than other portions of the piece. When a pile is completed, the top should have a substantial covering to protect the lumber from the sun or rain. The best way is to elevate the front end of the crossing about 12 inches, and the back about 6, which will admit of a free circulation of the air. The covering should project beyond each end of the pile also over each side.

* * *

The best time to saw Basswood is when the frost is in the log. If the boards are placed on end when fresh from the saw for a few days, in an exposed position, when snow is on the ground, it will improve the color. The more white stock a quantity of Basswood contains, the more ready the sale and the better the price. Great care should be exercised in piling, as Basswood, like maple, easily and quickly stains.

* * *

Bills of Lading should always be accompanied by a memorandum of the contents of the car, giving as near as possible, the total number of feet, the approximate number of each thickness and some idea of the quality of stock. When several cars of one kind of lumber are shipped at the same time, care should be taken to grade the stock when loading, and put each quality in separate cars. The reason for this is, that some dealers at times want only the better grades, while others the inferior stock ; others still, all qualities.

RAINY RIVER COUNTRY.

Conditions are favorable to its development both as an agricultural and mining district of considerable importance. The lumbering industry is already well established, the greater part of the timber which is sawn at the numerous mills near Rat Portage and Keewatin being brought down the Rainy River. The fur trade also is an active industry, trapping being the chief occupation during the winter months of the numerous bands of Indians who inhabit the country, while in the summer they support themselves by fishing, shooting and rice-making.

Agriculture is perhaps the most promising of the economic prospects of the region. Rainy River, from its source at Coutchiching to Hungry Hall, flows for eighty miles through a rich alluvial plain, which, so far as can be judged from the banks of the river, is eminently adapted to support a large agricultural population. Travellers and explorers vie with one another in praising the beauties of the river and its capabilities for settlement.

The distance from Rainy Lake to the Lake of the Woods, following the windings of the stream, is about eighty miles, and throughout the whole of this extent the land fronting on the river is fit for settlement, without a single break.

The average breadth of superior land for a distance of 80 miles might perhaps, with propriety, be assumed to be not less than six miles, giving an area of available soil of high fertility, exceeding 260,000 ; and there can be little doubt, that with the progress of clearing, much that is now included in the area occupied by swamp, would, without difficulty or expense, be reclaimed.

The river has preserved a very uniform breadth, varying only from about 200 to 300 yards. The soil is a sand loam at the surface, much mixed with vegetable matter. Occasionally, where the bank has recently fallen away, the clay is seen stratified in layers of about two inches in thickness, following in all respects the contour of what seems to be unstratified drift clay below. Basswood is not uncommon, and sturdy oaks, whose trunks are from 18 inches to two in diameter, are seen in open groves, with luxuriant grasses and climbing plants growing beneath them.

Along the river crops of potatoes, turnips, hay, oats, wheat, corn, tomatoes and cabbage, all growing to perfection this season, which shows that the climate, as well as the soil, is suitable to successful farming, especially when tomatoes ripen as they certainly did this year as well as ever they ripen in the vicinity of Lake Ontario.

The timber along the river is chiefly large thrifty poplar, mixed with some scattering oak and swamp elm, and some evergreens such as balsam and spruce ; inland, the timber changes in character somewhat from that along the river shore, as large balm Gilead, spruce, balsam and tamarac are met with more frequently, and the nice open bush which prevails along the river banks is changed for a tangled brushy undergrowth ; but the character of the soil remains the same. Tamarac and spruce swamps occur frequently in this section of the country, as in the case all through this large level area of good land which lies along the banks of Rainy River. These swamps are all perfectly dry this summer and are nearly all capable of being made into excellent land by drainage, as they lie nearly as high as the surrounding dry lands, and only require proper ditching to take the surface water off in wet seasons. The extreme levelness of the country causes the presence of so much swamp land here, as the surface water has no means of escaping from the low lying portions, and consequently the growth of moss and swamp timber is engerdered. In most cases the beds of the little streams are deep enough to form outlets for ditches and drains, and these creek beds are usually so numerons that to drain any swamp no very long ditches would be required.

THE ANDREWS DRY-KILN.

We present among our new advertisers this month the card of the Andrews dry-kiln, which has been in use by many of the most prominent manufacturers in the United States in drying their oak, and it has met with an unqualified success. It would seem that they have entirely removed the difficulty of checking, honeycombing or case-hardening oak, which is the great draw-back in drying out staves. There is absolutely no machinery about it. Its peculiarity being at the sides of the kiln a sheet steel covering fastened directly to the building, leaving between itself and an inner wall a passage which opens at the top of the kiln into the heating chamber. The steam pipes run the entire length of the kiln, and therefore equalize the heat, so that lumber begins to dry immediately upon entering the kiln. The heat arises, passes through the lumber, takes moisture with it, strikes the cold metal, and immediately begins to condense, the water running down into a brass gutter and out of the kiln, the heat again passing up through the pipes and through the same process. As the lumber progresses from the entering to the delivery end of kiln, this circulation becomes more rapid, and the drying is usually done in three or four days. As this circulation is from side to side of the kiln, there is no interfering of air currents, as there would be providing it was from the length of the kiln. It should be stated that this kiln originated in A. H. Andrews' establishment at Chicago, and that it was adopted after trying nearly everything that had any apparent merit that was offered for sale, and a thorough test in the work of this firm showed it to be a perfect success, and the class of office and bank furniture that this firm produce, which is recognized as standard in every particular, has demonstrated its value to them and to the leading furniture men of the country as we have above stated.

We should recommend to all stave manufacturers who are considering the purchase of a dry-kiln, to carefully consider the merits of this system, which can more fully be explained by communicating with them, and as they are of unquestionable standing, their statements can be relied upon as being correct and substantiated.

WINNIPEG LUMBER DISTRICT CUT.

The total quantity of lumber manufactured by the mills operating under Government license amounts to 13,826,827 feet, B. M. During 1889, there was sold in the Winnipeg district, lumber, Canadian manufacture, 38,464,454 feet. United States manufacture, 10,429,017 feet. This is a large increase in the importation of United States lumber over that of last year. It is regretable that last year was one of disastrous bush fires. The country lying to the west and northwest of Lake Winnipegoosis, as far as the Saskatchewan river, has been pretty generally burnt over, including the valuable timber on the banks of the Bird Tail Creek, the western slope of the Riding Mountains, Shell River and Duck Mountain district, Swan and Etoimaini rivers, and the Porcupine Hills. The quantity of timber in the districts named, as nearly as can be estimated, is upwards of 900,000,000 feet, B. M., of which a large part has been damaged by fire. The fires can be traced to the camps and hunting grounds of Indians. In but few cases are they started by white settlers.

At Winnipeg cordwood is selling, in car lots, at $2.75 and $4.50 a cord—poplar and spruce, respectively. It is estimated that about 18,000 cords of wood were sold on the Winnipeg markets during the year.

Sawmills in Manitoba and Assiniboia operating under Government license for the year ending October 31, 1889, and the capacity for twelve hours :—

	Capacity feet.
Brouse & Co., C. A.	7,000
Brown, Rutherford & Co.	10,000
Bucknall Bros.	30,000
Cameron, Alex.	6,000
Dick, Banning & Co	60,000
Federal Bank of Canada.	20,000
Imperial Bank of Canada	
Jermyn, J. A.	15,000
Jonasson, Sigt.	12,000
Keewatin Lumbering & Manufacturing Co.	12,000
Likely, John.	8,000
Miller & Patton	20,000
Morton, George.	12,000
McArthur, Peter	6,000
McFadyen, David.	3,000
Northwest Timber Co.	12,000
Rainy Lake Lumber Co.	60,000
Ross, David.	10,000
Selkirk Lumber Co.	30,000
Smith, Samuel.	7,000
Sprague, Daniel.	30,000
Wells Bros.	3,000
Whymster & Kyall.	6,000

Lumber dressed and rough entered at Winnipeg for the year ending October 31, 1889 :—

Lumber, dressed, pine.	Feet.	4,852,587
Lumber, dressed, oak.	"	4,500
Sash.	Number.	33,030
Doors.	"	12,752
Lumber, rough, pine.	Feet.	5,236,175
Lumber, rough, oak.	"	271,600
Lumber, rough, basswood.	"	27,165
Lumber, rough, cherry.	"	19,000
Lumber, rough, maple.	"	1,000
Piling, pine and tamarac.	"	16,900
Poles, posts, cedar and tamarac.	Number.	18,215
Ties, tamarac.	"	26,962
Shingles.	M	2,263

Our Ultima Thule.

Hudson's Bay receives upwards of fifty rivers, Lake Winnipeg and Lake Winnipegosis seventy-four rivers, some of them thousands of miles long, with innumerable tributaries. Great Slave Lake, which is one hundred and seventy-two miles in length and one hundred and thirty-eight miles broad, receives many large streams. Lake Athabasca, Great Bear Lake, and a multitude of other lakes, form the head waters of immense rivers that, like Great Fish River, Coppermine River and McKenzie River, drain an almost boundless territory and flow into the Polar Sea. The vast region comprising nearly half a continent is, in many parts, not much different from Manitoba. The same trees, the same birds, the same fish and the same flowers. Taking the country as a whole there is much more wood than in the southern portion of Manitoba and the Northwest Territories, and although wheat may not ripen on every part, barley, rye, and many vegetables grow, and grass is abundant everywhere, except on the sea coast where the reindeer moss is found. Even at York Factory, on the coast of Hudson's Bay, so far back as 1832, forty cattle were kept, and there were good gardens, where turnips, radishes, potatoes and many flowers flourished. In fact, cattle, horses and sheep can be kept in unlimited numbers nearly all over the vast region that lies north of the present settlement in Manitoba and the Northwest Territories.

The saw mill and immense dry-house of the Menasha Woodenware Company, at Menasha, Wis., were destroyed by fire June 14th. Loss $100,000.

WANTED AND FOR SALE.

Announcements in this department will be inserted at the uniform rate of two cents a word for first 20 words and one cent for each additional word, payable in advance. For four or more consecutive insertions of the same advertisement a discount of twenty per cent. will be allowed. Each initial and figure counted as one word. Copy must reach this office by the 25th of the month to secure the appearance of the advertisement in the paper of the following month.

CASH paid for all kinds of hardwood lumber; give full particulars; car or cargo lots only, W. N. McEACHERN & Co., No. 3 dock, Toronto

HARDWOOD lumber, bought, sold or received on consignment, TUCKER DAVID, lumber commission merchant, 313 Eleventh Ave., N.Y.

FOR SALE—Lumber Business, including large stock lumber; planing mill, with machinery for making doors, sash, mouldings and bee supplies; mill or yard sold separate. PIERCE & Co., Aylmer, Ont.

$3,000 WILL BUY THE SINCLAIR saw mill, sash and door factory in Paisley—saw mill capacity about 10,000 feet per day; sash and door factory contains the usual machinery; the situation is good for getting in logs, being on the Saugeen river. For further particulars apply to HECTOR COWAN, barrister, Paisley.

WANTED—1 to 4 inch Birch, Ash and Oak, firsts and seconds. Quote lowest Cash price. WALTER D. STARR, 14th Street & 10 Ave., New York city.

WANTED—Elm 1¼ and 1½ inch; White and Black Ash, 1, 1¼, 1½ and 2 inch; Red, White and Burr Oak, 1 to 4 inch; Cottonwood, 1 inch; Chestnut, 1 and 1¼ inch; Balusters and Square Oak, Ash, Birch, Cherry and Walnut. Give full particulars regarding grade, thickness, how long on stick, and price delivered in New York City. C. G. HORTON, 34 West 24th Street, New York City.

FOR SALE—Timber Fortunes—I am sacrificing some estates—tracts 160 to 5,000 acres—perfect titles; oaks, gum, ash, cypress, for $1 per acre. Great chance for speculators and traders. Sold over 60,000 acres of these small groups within past four weeks. Lands are in Louisiana and above the overflow. Don't lose this opportunity. No options nor plats given out on these groups. W. H. HOWCOTT, New Orleans, La.

AGENTS WANTED—If you want to make Money, take hold and sell our choice Nursery stock. Now is the time, write us at once for terms. MAY BROTHERS, Nurserymen, Rochester, N. Y.

CASH FOR HARDWOOD LUMBER.

We purchase all kinds of Hardwood Lumber and will pay you SPOT CASH for same F. O. B. cars. Send us full particulars.

W. N. McEACHERN & CO.,
Toronto, Ont.

RAILS AND CARS FOR SALE.

Light Steel Rails for Tramways; good order. Cars for lumber, cheap.

JOHN J. GARTSHORE,
49 Front St. West,
Toronto.

FOR SALE CHEAP—SAW AND STAVE MILL.

In county of Essex—46 acres fine farming lands, good farm buildings—plenty of timber near; only 2½ miles from two different railways—terms easy—splendid bargain—must be sold. JAMES. S. LAIRD. P. L. S., Essex, Ont.

Planing Mill, Lumber Yard and Sash and Door Factory

FOR SALE.

A rare opportunity is now afforded for acquiring one of the best paying investments in the Town of West Toronto Junction. The Factory is well equipped with the latest and most improved modern machinery, and is in full and successful operation. Railway switch on the premises. Proprietor retiring on account of ill-health. Price moderate and terms to suit. Full porticulars can be had on application to

HOOVER & JACKSON,
West Toronto Junction.

500 Carloads
Prime White Oak Small Boards.

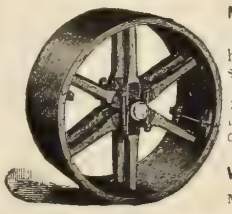
1, 1 1/16, 1⅛ and 1¼ inch thick; 3½ to 5 inch wide, 2 feet and up long, wanted for cash at the mills.

Further all kinds of HARDWOOD LUMBER AND LOGS.

Address

CARL GARTNER,

HAMBURG, GERMANY.



Menasha Hickory Pulleys

We make the only hardwood bent rim spoke arm split pulley, only small split pulley, only wooden hangers in the market. Send for discounts & circulars.

Menasha Wood Split Pulley Co.
MENASHA, WISCONSIN.

A. P. & W. E. KELLEY CO.

WHOLESALE Lumber dealers. Yards at Tonawanda and Chicago. Correspondence invited.

LAYCOCK LUMBER CO.

MANUFACTURERS of Pine, Hemlock and Oak Timber up to 85 feet in length. Saw Mills: Ackley, Pa., Black Rock, N. Y., Gravenhurst, Ont. Office, corner Main and Seneca Sts, Buffalo, N. Y.

WILLARD W. BROWN.

202 Main Street, Buffalo, handles all kinds of Hard Woods.

C. P. HAZARD.

WHOLESALE dealer in Lumber, Shingles, Lath and Fence Posts. Correspondence invited from the Canadian trade. No 92 River Street, Buffalo, N. Y.

WHITE, RIDER & FROST.

WHOLESALE dealers in Michigan, Wisconsin and Canada Pine and other woods. Principal office, Tonawanda, N. Y.; branch office, New York City.

COWPER & GREGORY.

RECEIVERS and Forwarders of Lumber, Lath, Shingles, &c. Unexcelled facilities for shipping by canal or rail. Tonawanda, N. Y.

A. M. DODGE & CO.

MANUFACTURERS of and Wholesale dealers in all kinds of Lumber, Lath and Shingles. Tonawanda, N. Y.

E. & B. HOLMES.

WHOLESALE dealers in Lumber and Timber. Office, Michigan and Canal Streets, Buffalo, N. Y.

CHEESMAN DODGE

TIMBER and Lumber Merchants. Ship and Boat stock, Railroad Ties, &c. Office, 16 West Seneca Street, Buffalo.

Buffalo Hardwood Lumber Co.

OFFICE and yard, 175 Louisiana Street, Buffalo. Holders of Hardwood stocks are invited to correspond.

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INSPECTOR and Commission dealer in Lumber. Office, 251 Louisiana Street, Buffalo, N. Y.

THE TONAWANDA LUMBER CO.

MILLS at East Tawas, Mich.; office 106 Main Street, opposite N. Y. C. and H. R. R. R. Station, North Tonawanda, N. Y.

J. & T. CHARLTON

WHOLESALE dealers in Masts and Spars, Canada Round Pine, &c. Tonawanda, N. Y.

L. A. KELSEY LUMBER CO., (Ltd.)

MANUFACTURERS and dealers in Hardwood Lumber of all kinds. Describe stock and write for prices. Office Tonawanda, N. Y.

BOVEE & HOWDEN

MANUFACTURERS and Wholesale dealers in Hard and Soft Wood Lumber. Holders of Canadian stocks are invited to write for quotations. Offices at Tonawanda and Le Roy, N. Y.

Postponement!

Scottish Carolina Timber & Land Co., Limited, in Liquidation.

The Sale of the Saw Mill, Timber Limits, Plant, Real Estate, Logs, etc,, advertised to take place at Knoxville, Tenn., on the 6th of August, is postponed until the

7th October, 1890

when they will be put up without further postponement and absolutely without reserve if not previously disposed of by private contract. For a full description of the parcels, list of chattels and details, apply to WILLIAM PAGE,
Knoxville, Tenn.

and Andrew Williamson, Chartered Accountant, Liquidator of the Scottish Carolina Timber and Land Co. Limited, in liquidation, and Agent for the others concerned. Offices No. 149 West George Street, Glasgow, Scotland.

IMPORTANT SALE
OF
TIMBER ⁂ LIMITS,

The estate of the late David Moore will offer for sale at Public Auction at the Russel House, in the City of Ottawa, on

TUESDAY, 28th OCTOBER, 1890

at three o'clock in the afternoon the following valuable timber limits:

PARCEL No. 1.—400 square miles on Kippewa river, in the province of Quebec, and being berths Nos. 57, 56, 47, 46, 65, 64, 62, 63.

PARCEL No. 2—Berths No. 3 on the north shore of Lake Huron in Ontario, license No. 103 of 1889-90. Area, 36 square miles.

PARCEL No. 3 --Berth No. 1, township of Springer in Ontario, license No. 104 for 1889-90. Area 34 square miles

PARCEL No. 4.—Berth No. 15 on the north shore of Lake Huron, in Ontario, license 105 of 1889, Area, 36 square miles.

The purchaser will be bound to take the supplies on each limit according to schedule and valuation.

For terms and conditions of sale apply to E. D. Moore, Esq., Hull, and to the undersigned.

CHRISTIE & CHRISTIE,
J. R. FLEMING, Solicitors,
Advocate. 110 Wellington st., Ottawa.
353 Sparks st., Ottawa.
5th February, 1890.

MACHINERY FOR SALE

List of [illegible] for sale by H. W. PETRIE, Brantford and Toronto.

ONE [illegible]
FINE [illegible]
ONE [illegible]
ONE [illegible]
ONE [illegible]
TWO [illegible]
TWO [illegible]
ONE [illegible]
ONE [illegible]
ONE [illegible]
ONE copper [illegible]
TWO copper dye [illegible]
TWO set cracker [illegible]
ONE sugar [illegible]
ONE union leather splitter.
ONE steam rock drill.
ONE foot press for carrier's use, with dies.
ONE fruit evaporator.
ONE Caligraph typewriter.
ONE clover thrasher and huller.
ONE ditching machine.
ONE Wiard sulky plow.
ONE hosiery or bobbin winder.
ONE set scouring rolls.
ONE Chase flock cutter.
ONE lot press plates.
TWO meat choppers.
ONE large clothes mangle.
ONE shooting gallery tube.
ONE small bone mill.
ONE run 42 inch buhr stones.
10 water wheels, different sixes and makes.
ONE lot spur and bevel gears.
ONE lot shafting, hangers and pulleys.
ONE lot balance wheels.
ONE set cheese box machinery
ONE lot Cook's patent levels.
TWO steam fire engines.
FIVE hand fire engines.
TWO hose carts.
EIGHT steam pumps.
ONE No. 10 centrifugal pump.
THREE hydraulic rams.
ONE champion spark arrester.
ONE lot lifting jacks.
ONE lot new portable forges

I also have Engines, Boilers of all sizes, Iron and Wood-Wood Machinery. Send for descriptive list. H. W. PETRIE, Brantford and Toronto.

VALUABLE MILL PROPERTY FOR SALE.

THE SAW MILL formerly owned by E. Dunstan, better known as the Hickory mill, situated on Maidstone avenue, in the town of Essex. The property consists of one and three-quarter acres of land, frame mill, in good repair, machinery been running until very recently, and all in first-class order. There is also a spoke machine in good running order, good supply of water, favourable location; spur from Michigan Central railroad running into yard; good roads. Small payment, in cash; balance, with approved security, on terms to suit purchaser. For further particulars apply, CLARKE & WISMER, Barristers, etc., Essex.

T. SHORTISS,

DEALER IN

PINE & MINERAL LANDS

9 Toronto Street,

TORONTO, - - ONT.

CORRESPONDENCE SOLICITED.

RUBBER BELTING

MONARCH, RED STRIP AND LION BRANDS.

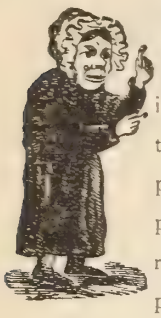
MANUFACTURED BY

THE GUTTA PERCHA & RUBBER MANUFACTURING CO. OF TORONTO.

OFFICE, 43 YONGE ST. TORONTO — FACTORIES AT PARKDALE, ONT.

WRITE FOR DISCOUNTS.

READ, MARK, LEARN AND INWARDLY DIGEST.



PRINTED MATTER is one of the commodities necessary in every business man's office. Every blank used is not only an economizer of labor, but gives tone and prestage to a business which other agencies fail in doing. Many years practical experience on our part has demonstrated that the public in general, and the lumber trade in particular, are ready and willing to pay for really good work, at remunerative prices, in preference to accepting second-class, or botch work, at cheaper rates; and there is no reason why they should not be, because the actual difference in cost between the production of the two is comparatively so trifling that no shrewd business man can afford to pursue a "penny-wise and pound-foolish" policy. Good work pays alike the customer and the printer, especially the former; in fact the public has been educated to judge in a great measure of the character and standing of an establishment by the manner in which its business announcements have been executed and the taste displayed therein—on the principle, we suppose, that "a tree is known by its fruit."

REMOVAL BECAME IMPERATIVE

After catering to the wants of the lumber trade in the printing line while located in the picturesque town of Peterborough for nearly four years, and as our business increased in volume we sighed for still greater quarters to exercise according to our strength, therefore removal became imperative—and we migrated like a caravan to our present location, 11 & 13 Richmond Street West, Toronto, where we have again enlarged and improved our facilities for quick and elegant printing.

A NEW AND UNEXPECTED IMPETUS.

After anchoring in this locality and getting fairly settled behind the sign-board of A. G. MORTIMER, PRINTER, we became conscious of a new and unexpected impetus to the production of the highest work of our chosen art that proved our already large facilities inadequate to respond to the demands upon us; so, alive to the necessities of the hour we have just added to our plant a large and varied assortment of the latest and most attractive styles of types, borders, ornaments, etc., thereby enabling us to suit the varying tastes of the most exacting.

WE MIGRATED LIKE A CARAVAN

Making as we do a specialty of printing for the lumber trade, we understand their wants, and can in every case guarantee the utmost satisfaction. Our customers already number some of the largest lumber operators throughout the different provinces, but like Oliver Twist—we want more.

In addition to the usual line of blanks usually found in a well regulated business office, such as Letter and Note Heads, Bill Heads, Statements, Memorandums, Envelopes, Cards, Tags, Receipts, Drafts, Cheques, Etc., we pay particular attention to the wants of lumbermen in the way of Shanty Orders, Settlements, and all other kinds of blank forms used in the shanty and on the drives.

THE WAYFARER GAINS A GLIMPSE

With a knowledge of the business borne of long experience we can undertake your work with confidence, knowing that our facilities are of the best and our prices such as to warrant you in giving us your patronage. We know the happy smilewhich will overspread your countenance on inspecting the first order executed in our establishment.

Thanking our many customers for theliberal patronage heretofore bestowed; feeling satisfied that with the best material and machinery at our command, first-class workmen, and a determination on our part to merit continued success, we confidently ask for and expect a continuance of the same. In short, we propose in the future, as in the past, to turn out the best work at reasonable prices, and devote our undivided personal attention to the business requirements of our friends and the public in general.

THE HAPPY SMILE

THANKING OUR MANY CUSTOMERS, ETC.

Painfully realizing the uncertainties of this life and the varying mutability of the affairs of men, we long since consecrated to our use the old and honored maxim "Whatever is worth doing at all is worth doing well"—converting it to our rule o' thumb in practice, a guiding monitor through the shadows and the bright light, the wind storms and the pelting rain—and shall abide by it faithfully and perseveringly until time shall be no more. *Vive vale.*

"GOOD NIGHT."

The Only Successful Kiln for Drying Oak and other Hardwoods

"THE ANDREWS"

NEW LUMBER

DRY-KILN.

Its remarkable efficiency depends upon its peculiar mode of applying heat to, and eliminating moisture from, the air used in drying. We use no costly fan, engine or other device that requires constant attention, nor do we waste heat by a special chimney. The air circulates through the lumber, and the moisture absorbed from it is extracted from the air by natural methods. You can not afford to be without it.

Our Process Duplicates Nature.

Outside View of the Andrews Kiln.

The following well-known furniture manufacturers have recently purchased the "ANDREWS KILN

Estey Manufacturing Co., - - - - Owasa, Mich.
East Shore Furniture Co., - - - - Manistee, Mich.
Universal Tripod Co., - - - - Grand Rapids, Mich.
Grand Rapids School Furniture Co., Grand Rapids, M.
New England Furniture Co., - - Grand Rapids, Mich.
Milwaukee Chair Co., - - - - - Milwaukee, Wis
Oshkosh Furniture Co., - - - - - Oshkosh, Wis.
Skandia Furniture Co., - - - - - Rockfork, Ill.
Story & Clark Organ Co., - - - - - Chicago, Ill.
Rock Falls Manufacturing Co., - - - - Sterling, Ill.
Courey & Birely Table Co., - - - - Shelbyville, Ind.
Southern Spring Bed Co., - - - - - Atlanta, Ga.
Sidney School Furniture Co.,, - - - - Sidney, Ohio.
New Richmond Church Furniture Co., N. Richmond, O.

A. N. Andrews & Co., Proprietors and Manufacturers

215, 217, 219, 221 Wabash Ave., CHICAGO, ILL.

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CASSELMAN, ONT. Successors to FLATT & BRADLEY.

ESPECIAL GOOD FACILITIES FOR SHIPPING.

HEMLOCK BILL STUFF OF EXCELLENT QUALITY.

ALSO MANUFACTURERS OF

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All kinds of Building Material kept in stock.

WE MAKE A SPECIALTY OF LONG BILL STUFF IN ROCK ELM, PINE, CEDAR AND HEMLOCK.

Quotations Furnished on Application.

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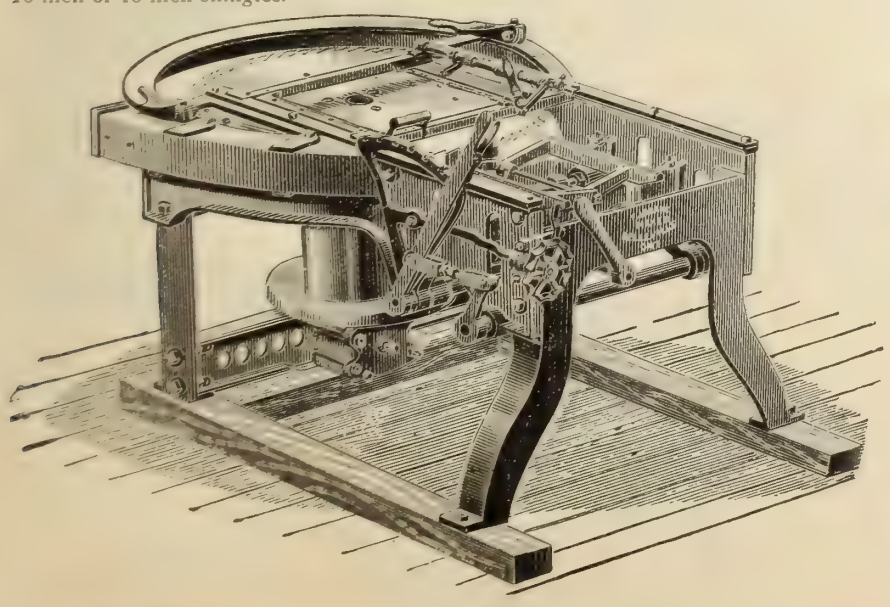
SAW, SHINGLE AND LATH MACHINERY

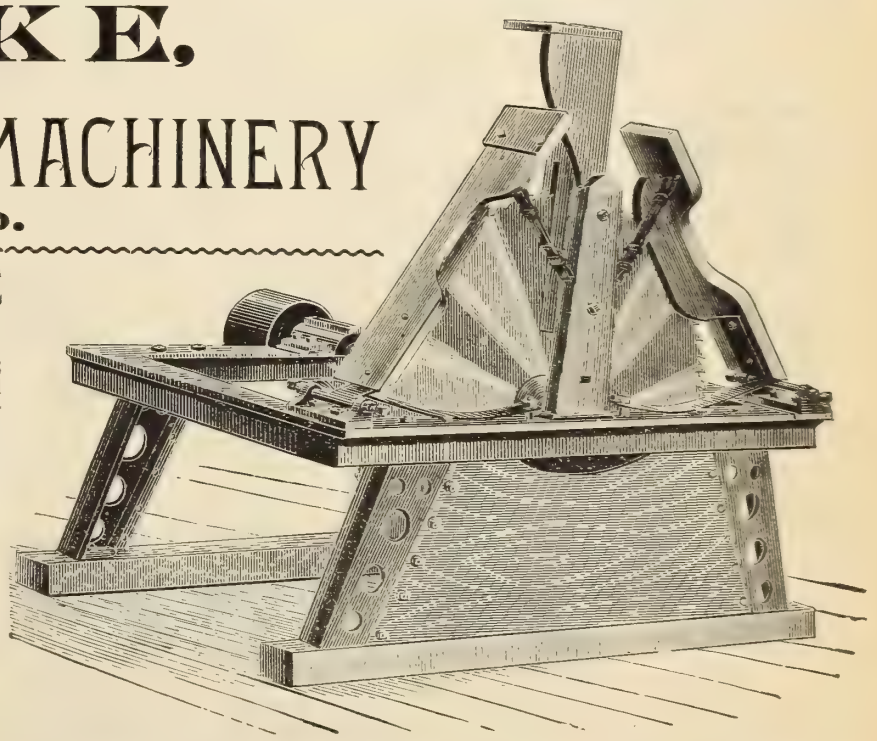
Belleville, Ontario.

DRAKE'S PATENT DAUNTLESS SHINGLE AND HEADING MACHINE

Capacity from 25,000 to 50,000 per day.

The frame of iron throughout, very heavy and rigid, strongly bolted and braced; carriage very light and strong, made of forged cast steel saw plate, running on steel ways or tracks; will take in a block 18 inches wide and 19 inches long, adjustable for 16 inch or 18 inch shingles.





Drake's Improved Shingle Edger.

With 40 inch saw will make more No. 1 Shingles from the same quantity of timber than any Wheel Jointer in existence.

It has a heavy iron frame made for two operators, two inch steel saw arbor, with extra long bearings; driving pulley 8 inches diameter, 7 inch face, saw 40 inches diameter, 16 gauge, speed, 1,600 per minute.

Mill men who have once used this machine will not use any other. For capacity, removing sap-knots, rot or any other imperfections, for making parallel shingles and economy of stock, it is superior to any other.

Also manufacturer of other kinds of Shingle Jointers, both self-acting and hand-feed Shingle Machines, Packing Boxes, Drag Saw Machines, Bolters, Stationary and Portable Saw Mills, Double Edgers, Single Edgers, Slab Saw Rigs, Bull Wheel Rigs, Lath Machines, Lath Bolters, in fact a general line of Mill Machinery, with Pulleys, Shafting, &c. Satisfaction guaranteed in all cases. Send for estimates on anything required, and the same will receive immediate attention.

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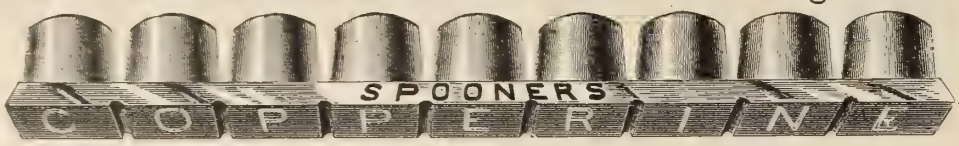
The Millwrights and Engineers Safeguard.

Engineers' 

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THE RATHBUN COMPANY,

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Doors, Sash, Blinds, Stairs

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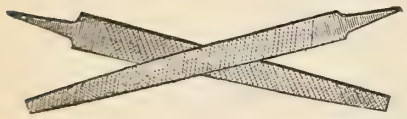

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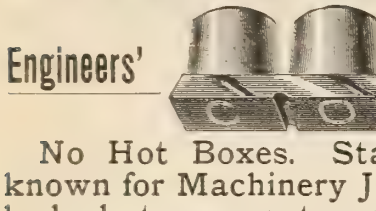
Write for Price Lists and Mention this Journal.

THE MONARCH BOILER
(PATENTED) **AND HERCULES ENGINE.**



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Portable from 6 to 70 horse power. Surpass portable steam power heretofore produced for strength, durability, compactness, and the ease with which they can be moved.

The 70 horse power can be taken over the roughest roads, or into the forest, and set up as easily and quickly as an ordinary 20 horse power portable engine, and as firm as a brick-set stationary engine. Engines and boilers of every size and description. Rotary Saw Mills, Shingle and Lath machines, Law Grinders, Planers, etc. Mill machinery and supplies of every description. Every boiler insured against explosion by the Boiler Insurance & Inspection Co. of Canada. Write for circulars.

A. ROBB & SONS, Amherst, N.S. | Amherst Foundry and Machine works.

ESTABLISHED OVER 40 YEARS.

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Commission Agent.

Special attention given to buying and selling Saw Mills, Timber Limits and Mineral Lands

In the United States and Canada

NO SALE NO COMMISSION

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CORRESPONDENCE SOLICITED

Auction Sale of Timber Berths.

DEPARTMENT OF CROWN LANDS.

(WOODS AND FORESTS BRANCH.)

Toronto, 2nd July, 1890.

NOTICE is hereby given, that under Order in Council certain Timber Berths in the Rainy River and Thunder Bay Districts, and a Berth composed of part of the Township of Aweres, in the District of Algoma, will be offered for sale by Public Auction, on Wednesday, the First day of October next, at one o'clock in the afternoon, at the Department of Crown Lands, Toronto.

ARTHUR S. HARDY,
Commissioner.

NOTE.—Particulars as to localities and description of limits, area, etc., and terms and conditions of sale will be furnished on application, personally, or by letter, to the Department of Crown Lands, or to Wm. Margach, Crown Timber Agent, Rat Portage for Rainy River Berths, or Hugh Munroe, Crown Timber Agent, Port Arthur, for Thunder Bay Berths.

No unauthorized Advertisement of the above will be paid for.

J. J. TURNER,

Sail, Tent and Awning Maker.

251 GEORGE AND 154 KING STREETS.

PETERBOROUGH.

Canoe, Yacht and Boat Sails made to order. Perfect Fits guaranteed.

Every description of Lumbermen's Supplies and Waterproof Clothing.

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Every Week Day Between

DETROIT AND CLEVELAND

Special Sunday Trips during June, July, August and Sept.

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TEAS, TOBACCOS, SUGARS, SYRUPS, RICE, Etc.

We will cut prices fine to large buyers.

We have a GOOD, SOUND, FINE FLAVOURED TEA at 15 cents.

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The Montreal * Car Wheel Co.

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CHARCOAL IRON CHILLED

RAILROAD WHEELS

Offices: New York Life Insurance Building, Montreal.

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WE make a Specialty of Wheels suitable for the requirements of Lumbermen and Street Car Service, and can supply them Bored, Finished and Balanced.

CORRESPONDENCE SOLICITED

Friction Pulley Board.

The Best Materials ever used for Frictions of all kinds

MANUFACTURED BY

Asbestos Mill Board.

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Steam Packing.

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IF YOU WANT BELTING

Which will Run Straight on the Pulleys,
Which is Thoroughly Well Stretched,
Which will not Tear at the Lace Holes,
Which will give Complete Satisfaction,

— SEND TO —

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CELEBRATED PHŒNIX OIL

The Only Pefect Belt Dressing.

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PARTICULARLY adapted for Dams, Smoke Stacks, Foundations, Culverts, Cisterns, Cellars, etc.

ENDORSED BY LEADING RAILWAYS AND CONTRACTORS.

ROACH * LIME,

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B. F. Sturtevant's Patent Progressive Lumber Dry Kiln.

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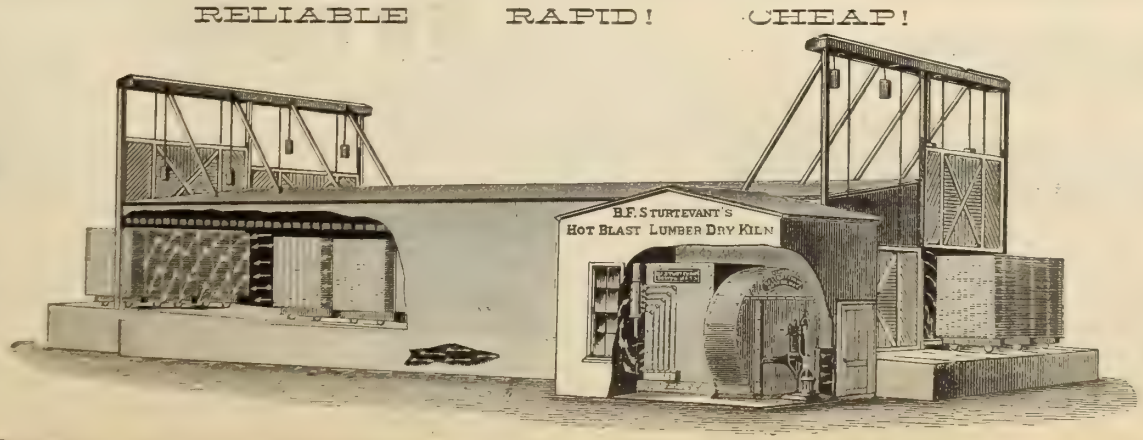

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-WITH THE-

STURTEVANT

Patent Hot Blast

Steam Heating Apparatus.

31 N. CANAL STREET
CHICAGO.

B. F. STURTEVANT, Patentee and Sole Manufacturer, 34 Oliver Street, (corner of Franklin street) BOSTON, MASS., U. S. A.

A. R. Williams, Soho Machine Works, Toronto, General Agent for the Dominion.

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Lumber Shipped to all Parts by Rail or Vessel.

Agents for the Celebrated LUFKIN BOARD AND LOG RULE.

Prompt Delivery in all Cases CORRESPONDENCE SOLICITED.

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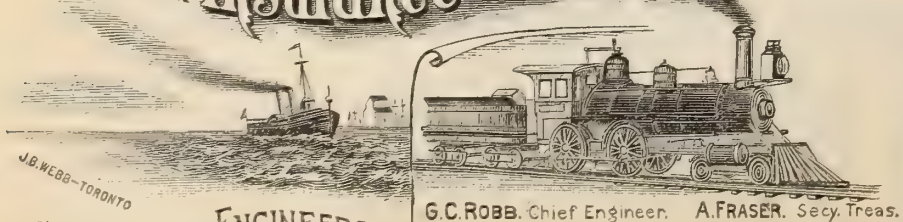

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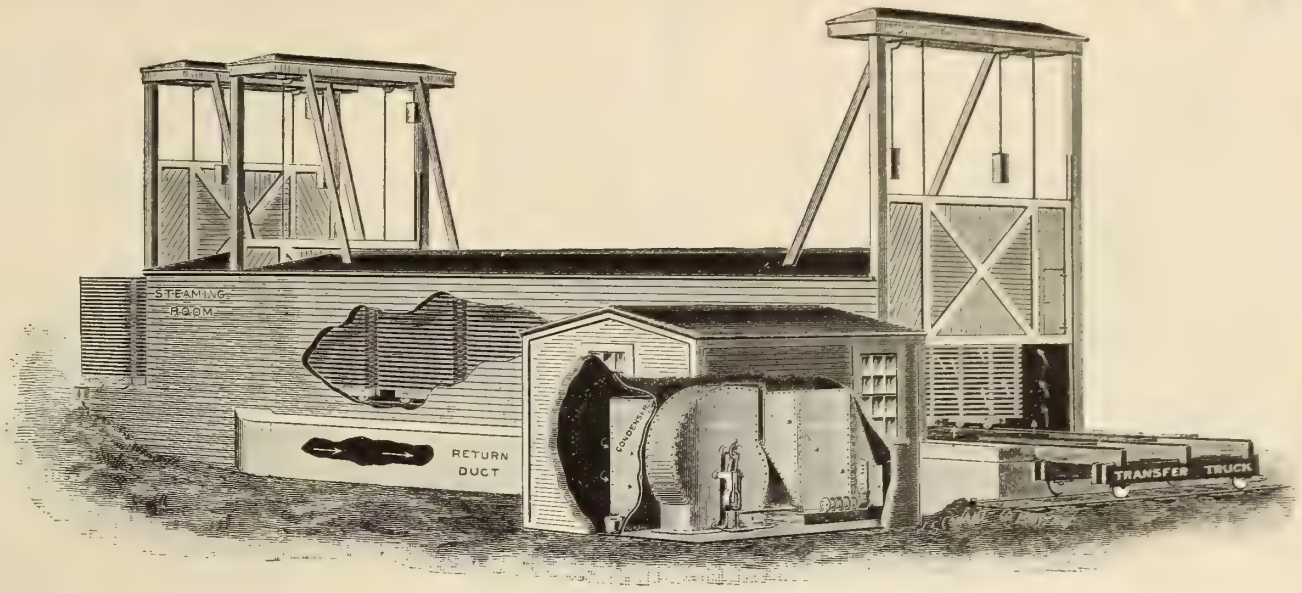

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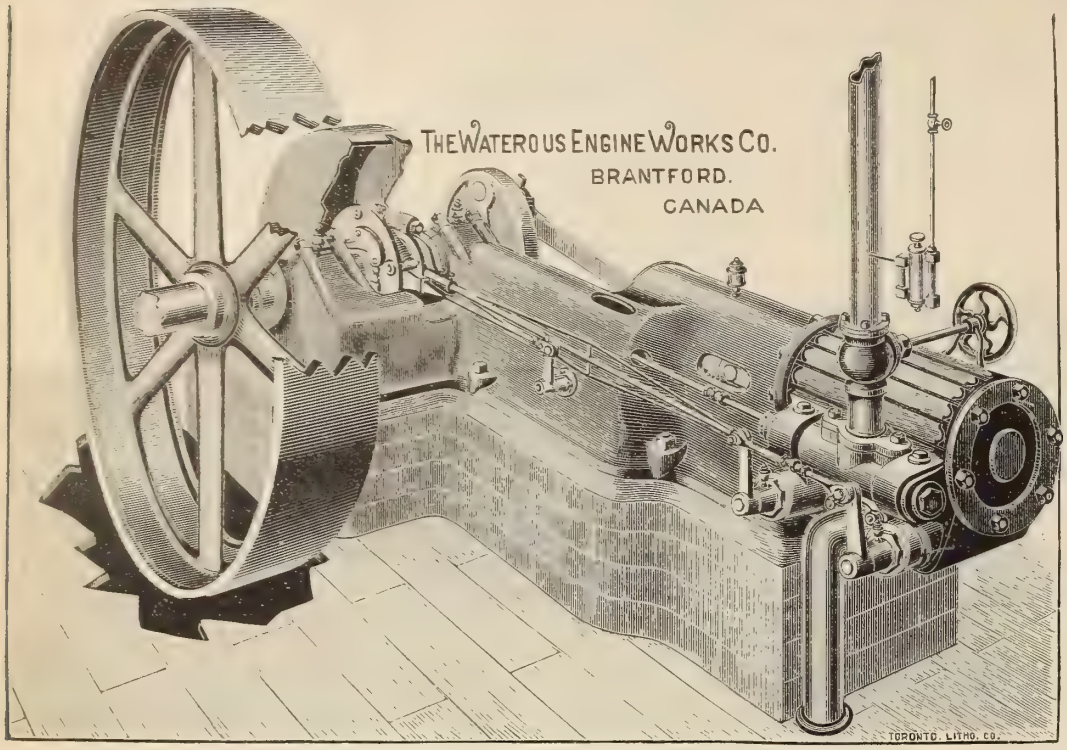

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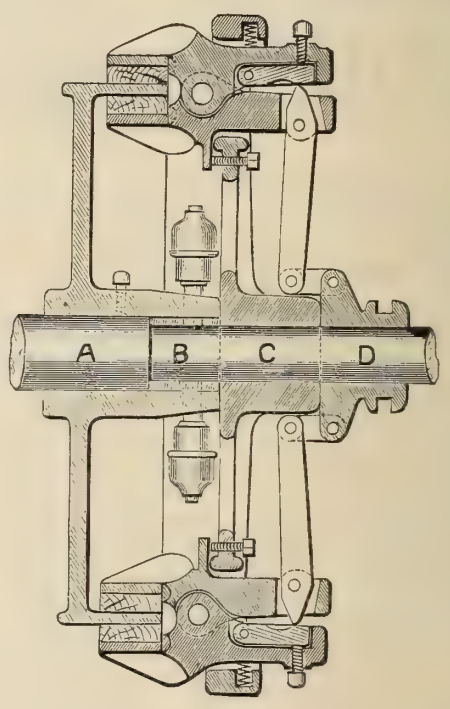

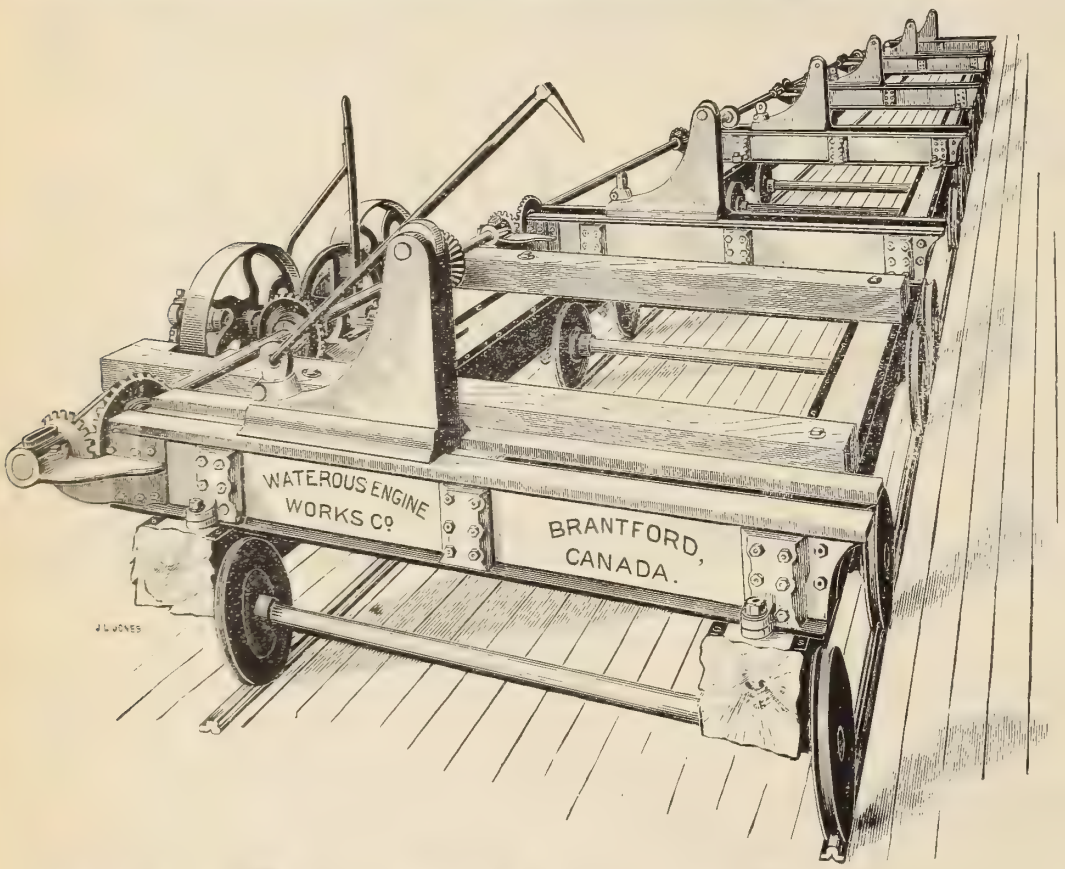

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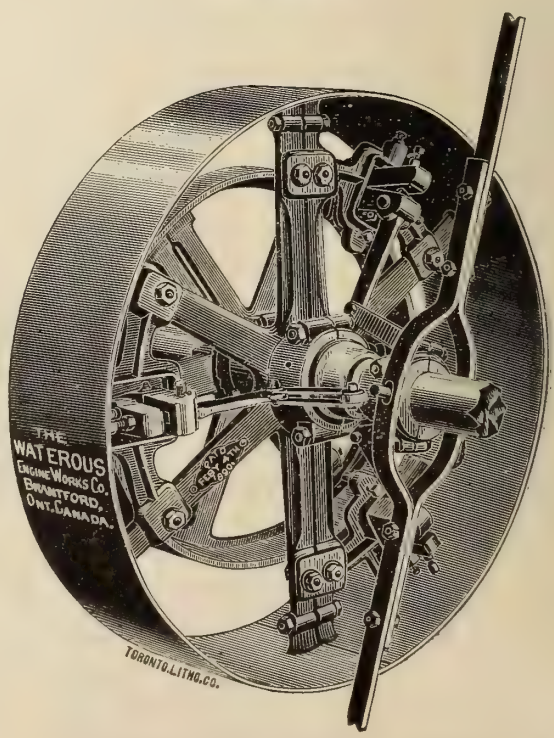

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THE CANADA LUMBERMAN.

VOLUME XI. NUMBER 9. TORONTO, ONT., SEPTEMBER, 1890. TERMS, $1.00 PER YEAR. SINGLE COPIES, 10 CENTS

THE CANADA LUMBERMAN
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THE CANADA LUMBERMAN is published in the interest of the lumber trade and of allied industries throughout the Dominion being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion of them by others.

Especial pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world so as to afford to the trade in Canada information upon which it can rely in its operations.

Special correspondents in localities of importance present accurate report not only of prices and the condition of the market but, also of other matters specially interesting to our readers. But correspondence is not only welcome but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way effecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the truth. Any items of interest are particularly requested for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN with its special class of readers is not only an exceptionally good medium for securing publicity but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to WANTED" and FOR SALE" advertisements which will be inserted in a conspicious position at the uniform price of 15 cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for three successive issues or longer.

Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade or specially interested in it, who should not be on our list thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

THE McKinley anaconda is still slowly dragging its slimey length along in the United States Senate, and although the Democrats have made a gallant fight to scotch the reptile before it is turned loose, still the Republicans cling to the iniquitious monster with the greatest tenacity, with the determination, if possible, of forcing the thing through. Should it pass, those who claim to be posted, say the President will sign the bill, and then the band will begin to play.

TWO rich French Canadians, from Rhode Island, had an interview with the members of the Quebec government the other day with a view to ascertaining what facilities will be afforded them for obtaining timber limits and erecting mills at Lake St. John. They propose to introduce machinery in such mills to prepare lumber for the United States market to which it will be directly shipped. They immediately left for Lake St. John, and state that if they succeed in establishing the proposed enterprise a large number of French Canadians in the States will return to work for them.

THE Rat Portage lumbermen are complaining that the sale of timber berths advertised by the Ontario Government to take place in Toronto, Oct. 4th, comes too late in the season for them, the consequence being that they will be obliged to make contracts with American loggers, which means a loss of $100,000 to $125,000 to the town, besides leaving some 800 men idle. The supplies required for camps also amount to about $100,000, a large portion of which is purchased in Rat Portage, and this also would be lost to the district. The lumbermen intend petitioning the Government to grant permits in order that they may get to work at once.

COMPLAINTS from the lumbermen of Ontario are loud and long against the Grand Trunk railway, owing to the failure of the company to supply them with an adequate number of cars. This is an old grievance which breaks out every year, but this year it has broken out with greater intensity than ever before, and much earlier than usual. The suffering that many of the lumbermen have to endure, owing to the mismanagement of the freight department of the railways, is simply outrageous. At a conference had with Sir Joseph Hickson, in Montreal last November, a speedy remedy of the evil was promised. This promise has not been fulfilled, and if the car service is so lamentably short in the dull season, what will it be when the busy season, which is near at hand, commences?

THE immense volume of traffic through the United States canal at Sault Ste. Marie is far in excess of the Suez Canal and gives promise that the proposed Canadian canal will prove a good paying property. A recent report shows that the United States canal during the year ending June 30th, 1890, gave passage to 10,108 vessels, of which 6,800 were steam vessels propelled by screws and 2,834 were sailing vessels. During the calendar year of 1889 there was transported through the canal 7,516,022 net tons of freight, showing a remarkable development of trade on the Great Lakes. Among the important items of traffic passing through the canal during the year ending June 30th, 308,032,000 of lumber b. m. is reported, and nine rafts containing 17,500,000 feet of lumber were passed down the rapids.

ADVICES from Ottawa indicate that the merchants are fully alive to the fact that financial troubles are staring them in the face in view of the depression which threatens the lumber trade. The merchants and others who have been supplying the mill hands are beginning to curtail their lines of credit, in anticipation of many hundreds of hands being thrown out of employment this fall. Unless the lumber industry should revive within a short time there will, no doubt, be much suffering among those who have been dependent upon this industry for a living. Many of those who are thrown out of employment, who are able to get away, will no doubt seek for employment elsewhere. The banks concur in the opinion that before matters improve the lumbering industry of the Ottawa Valley will have to pass through hard times.

THERE is nothing succeeds so well as success. Mr. Leary has manifested a wonderful amount of perseverance in endeavoring to make his leviathan rafting a success. The great raft which left Joggins, N.S., two months previous, arrived at Hemstead bay on August 6th. It originally contained seventeen sections, each 100 feet long, 25 feet deep and 35 feet wide, of which, it is reported, four sections were lost near Cape Cod. Although this raft does not contain as much lumber as the one towed to New York two years ago, it is the longest ever constructed, being 1,400 feet in length, 80 feet over a quarter of a mile, containing 8,000 logs and valued at $35,000 to $40,000. Mr. Leary has constructed a second raft consisting of 14 cribs of piling, which is being towed in two sections of seven cribs each, St. John tugs taking the sections as far as Portland, Me., where the New York boats will take them in tow. All of the piling Mr. Leary had on hand has now been utilized, and nothing more will be done this summer in the way of shipping.

THE Canadian government has decided to send an agent to Jamaica to represent Canada at an International Exhibition to be held there next January, and in doing so the government is acting wisely in thus seeking a promising market for Canadian products, as an international exhibition is a good place at which to advertise whatever a country has for sale. The articles bound to find a market, and which are now being supplied by the United States to that country to a certain extent, are boots and shoes, butter, cheese, biscuits, flour, corn meal, cotton goods, ice, furniture, lumber, woodenware, clothing, fish, pork and provisions, soap, sashes, certain lines of hardware, tobacco, snuff, doors, sashes and tools. As many of the above mentioned articles can be cheaply furnished by Canada it is important that a good exhibit should be made, which if properly done, will do justice to the country and our people. Those who intend to exhibit should not defer active preparations, and as there will be keen competition, Canada should be largely and well represented.

SOME of the furniture manufacturers of Grand Rapids, Michigan, have been investigating the possibility of getting lumber from Canada, and the results prove to be quite interesting. Oak lumber, plain-sawed and good quality, is quoted at $25 to $26 in that State, delivered on board the cars. This is claimed to be about thirty per cent. higher than the same stuff could have been had a year ago, the advance being caused by a shortage in the crop last winter, and an increased demand for oak in house finishes and for furniture. In Canada almost any quantity of choice dry oak lumber can be had at $18 to $20, but the investigators find that even at these figures the importation of the lumber would be unprofitable. It is claimed that the tax imposed by the government on imported lumber would increase the cost by $2.50 per thousand, as the government always measures the superficial feet, making a difference of twenty per cent. in the merchantable lumber received. The average freight rates from Canadian points to Bay City for oak lumber is about $8, while the rates from Michigan producing points is but $3 or $4. Thus it appears, that the duty, added to the heavier freight rates, would make the Canadian lumber more expensive than the home article. Michigan's supply of oak is rapidly being exhausted, and at the present rate of consumption the furniture men will ere long have to look elsewhere for supplies or turn their attention to something else.

A NUMBER of American papers, published at lumber centres, are at the present time busily engaged in endeavoring to stiffen the back bones of weak-kneed Senators, with the view of retaining the lumber clause, as it at present stands, in the McKinley bill. The *News*, published at Tonawanda, N. Y., in a recent issue says :—"Our lumbermen largely favor a reduction of lumber duties and it is probable that a majority would not be adverse to free lumber. All condemn the log export duty as an unreciprocal and unjust import. Our mill men here, and in Buffalo, Lockport, and at other points along the Erie canal, desire to draw supplies of logs from the Canadian forests for bill timber, and other special grades of lumber, and in doing so would not interfere in the slightest degree with the business of Canadian mills engaged in cutting the grades of lumber kept in yards. For many years past the export of logs from the United States to saw mills in New

Brunswick and other parts of Canada has been many times greater than the export of logs from Canada to the United States. Our government imposes no export duty, why should the Canadian government do so? We trust that the house proviso in the wood schedule of the tariff, adding the amount of the log export duty to the import duty on lumber, will be retained. It will prove effectual, and will compel the immediate repeal of the export duty. If this proviso is not retained, nothing less should be done than to make any reduction in the lumber duty contingent upon the repeal of the export duty."

THE following gleaned from United States Consul Lays' report of exports from Ottawa to the United States, for the year ending June 30th last, will be interesting to many readers. Bark, $17,815; box shooks, $45,266; lath, $80,456; lumber, $2,687,001; pickets, $21,748; pulp wood, $20,106; posts, $1,130; railway ties, $6,246; shingles, $4,657.

AT present, building in Manitoba is chiefly confined to elevators and grain warehouses at country points. A large number of such buildings are in course of construction all over the prairie province, as a result of the fine crop prospects, and this has added very considerably to the recent demand upon the lumber dealers. The quantity of Minnesota lumber brought into Manitoba has not been as large as last year, although a considerable quantity has recently been brought in for elevator construction along the line of the Northern Pacific railway.

THE New Westminster, B.C., *Truth*, under date of August 16th, says: "A genuine surprise was created in commercial circles yesterday, by the announcement that Messrs. F. G. Strickland & Co., the well known machinery agents of this city, had made an assignment for the benefit of their creditors to Deputy Sheriff Armstrong. The firm has been doing a very extensive business, and one which was generally believed to be prosperous. Messrs. Forin & Morrison are solicitors for the assignees." An investigation made into the affairs of the firm shows thus far that the assets very largely exceed the liabilities, and in all probability 100 cents on the dollar will be paid to the creditors.

THE band saw is fast becoming popular as well as famous for the work it does. It is without doubt the saw of the future and it has come to stay. A Wisconsin exchange has the following to say relative to the band mill:—Mill men in Marinette who are using band saws that cut 19,000 feet of lumber in a single hour probably little realize that when band saws were first introduced, a cut of 10,000 in 11 hours was considered good work. The first one put in at Manistee was obliged to have a guarantee that it would cut 10,000 feet in 11 hours. It has now overtaken the circular in the daily cut and will soon exceed it, and can well lay claim to its being the coming mill of the country. The same objection at first made against the circular saw was overcome, and it will be the same in regard to band mills. They are no longer an experiment.

A NUMBER of Chinamen were recently employed in removing lumber from one of the slides at the Brunette Saw Mills, B. C., when a considerable quantity had been taken away from the lower end, when that remaining above suddenly and unexpectedly slipped downward. One of the Chinamen was caught by it and pinned up against the remainder of the pile at the bottom. His predicament was a serious and critical one, but as he still had the use of his lungs, though up to the neck in lumber, he began in his extremity to shout "murder;" that perhaps being the most direful word in the English language which he could summon. A large force of mill hands instantly got to work to relieve the unfortunate Mongolian, who was found after all not to be very seriously injured, though considerably bruised and out of shape on account of the pressure of the wood on his legs, back and arms. It was a miracle he was not killed. Immediately he was set free one of his compatriots got him on his shoulders and trotted off with him to his shack.

THE South American lumber trade as yet shows no signs of improvement, as that country is still in a very unsettled condition. Mr. Otis Sheppard, of the firm of the Sheppard & Morse Lumber Company, of Boston, who is well informed on the South American lumber trade, recently said. "The South American market is about as flat as can be. We had entertained hopes that the Montevideo market would have recovered from the depression of the earlier part of the season, but I have just received advices from the Argentine Republic to the effect that there is more lumber in stock now in Montevideo than they can use up this year. Buenos Ayres is also overstocked, and we cannot tell when the market there will improve. It certainly does not look promising for the next 12 months. The financial disturbance has been long threatening, and is largely due to government extravagance. Gold is now at a premium of 200, which means that it takes $300 of Argentine money to buy $1 in gold. Of course, the practical closing of the market for the present is a serious drawback to the Canadian producer, and accounts for the restricted output and consequent dullness. You will understand the importance of this South American market to Canadian lumbermen when I tell you that the exports, principally from Canada to the Argentine Republic last year, amounted to about 80,000,000 feet of white pine, 134,000,000 feet of pitch pine, and 110,000,000 feet of spruce. The United States market is only fair. The number of strikes in the lumber trades in New York, Worcester, Lowell, Lynn, Lawrence and other cities, has reduced the consumption of lumber much below what it would otherwise have been. The stock of lumber in Albany just now is lighter than I have known it to be for many years at this season."

A PACIFIC coast lumberman, a native of far away Norway, recently paid a visit to the land of his nativity—a land famous for its balmy breezes and immense forests. In his meanderings he visited Christiana, Norway, to take a look at the largest saw mill in the world, and if it is correctly described, and we have no reason to doubt the correctness of the account, it is evidence that other lands than ours can boast of having big saw mills and lumber kings. He says. "It has a capacity of 1,000,000 feet a day (eighteen hours). It runs thirty-six gang saws, though they are much smaller than the ones used in this country; it is fitted up with circular saws and other machinery similar to ours. It has six planing mills. From forty to fifty ships load at one time at its docks. In connection with this mill, and owned by the same man, are two large flour mills. The London yard of this mill extends more than one mile in length. The lumber shipped is all seasoned, some of it in kilns and the rest by piling. The greatest care is exercised in keeping the mill floors clean and white. In some parts of the world the men who unload it are not allowed to wear boots and must go in their bare feet. The lumber manufactured is much smoother, he says, than in this country as the saws are not crowded as much as here, and the saw teeth are finer. It is cut to exact gauge and so evenly cut to length that when piled the ends are almost as even as the face of a brick wall. The extent of the traffic in lumber on the Baltic ocean can be comprehend when 500 vessels laden with lumber were seen in one day on that body of water. England, Ireland and Scotland absorb annually 3,700,000,000 feet of lumber. The English people have a fancy for white floors, hence the Norway pine is the popular lumber in that country. The forests of Norway are good for 500 years, in fact under the present system one might say forever. When a piece of timber land has been cut over it is at once as thickly replanted; at the end of a few years it is gone over again and the poor trees cut to give room for the good ones. The lumber of Norway is the great barrier against which the Pacific, Atlantic and Gulf coast lumbermen of our country must always contend. Their markets make the prices for export lumber the world over."

SPLINTERS.

THE total value of goods exported from Canada during the month of July was $12,022,931, of which $4,336,363 was derived from the products of the forest.

* * *

A demand of assignment has been made upon Joseph Cadieux, manufacturer of doors, blinds and sashes, Montreal, by Damase Parizeau, lumber merchant. The liabilities are in the neighborhood of $75,000.

* * *

INTERESTED readers will do well to remember that the sale of the mill property belonging to the Scottish Carolina Timber and Land Co., will take place at Knoxville, Tenn., on Tuesday, Oct. 7th next.

* * *

THE parties sent out by the American government to investigate the charges of alleged wholesale thefts of timber in Minnesota by Canadian lumbermen, will in all probability, find the 180,000,000 feet of logs, said to have been stolen, stowed away in a gopher hole.

* * *

THE firm of Gilmour & Co., with headquarters at Ottawa, has been dissolved, Mr. Allan Gilmour retiring. Mr. John Gilmour with his cousin, Mr. J. D. Gilmour, now constitute the firm, which will manufacture lumber and trade under the firm name of John Gilmour & Co.

* * *

SPRUCE, pine and hemlock are the principal woods handled in Nova Scotia. Lumbering is carried on differently in that province, from the plan pursued in the rest of the provinces. In Nova Scotia a dealer purchases the right to a whole section, and as fast as he clears it plants other trees, so that there is no chance of the timber becoming exhausted. This is a plan worthy of emulation.

* * *

THE rate at which timber lands are being bought up on the Pacific coast, in the south, or whenever they are to be found in considerable quantity, within the limits of the United States, renders it pertinent to consider the time when all the desirable forests will have been consumed as not very remote. There is yet lots of timber that can be purchased, but the most of the great opportunities for buying to advantage are gone.

* * *

THE Executors of the Estate of R. E. Smith, Port Hope, Ont., will offer for sale by auction, at 17 King Street East, Toronto, on September 17th, a timber limit, situated on the north shore of Lake Huron; also valuable saw mills, water powers, wild lands, etc. Attention is called to these properties as some of them are very valuable. For further information see advertisement in another column.

* * *

THE shipment of spruce deals, etc., from the port of St. John to the United Kingdom and Continent for the first six months of 1890, as compared with the same period of 1889, show in respect to spruce deals a falling off of nearly one-half for the six months of 1890, as compared with the corresponding period of last year. The total shipments of deals to June 30th in 1889 amounted to 93,451,021, as against 50,748,867 to June 30th, 1890.

* * *

THE New Brunswick Lumber Commission held its first meeting at Fredericton last month. The session was quite a lengthy one. Among other things it was decided to call witnesses to elucidate the different phases of the lumber business. After exchanging views regarding the rate of stumpage an adjournment was made for one month. In the meantime the secretary will obtain information as to the lumber cut on public and private lands, shipment, etc.

* * *

ALL friends of forestry in Canada will be interested to know that the American Forestry Association has accepted the invitation tendered by the Government of the Province of Quebec to meet this summer at Quebec in the Parliament Buildings from the 2nd to the 5th day of September. The preservation of the forest and its judicious management are questions of vital importance to Canada where nearly all the forests lands, with

very few exceptions, are part of the public domain. It will be interesting to study the Canadian system on the spot, and every facility for doing so will be afforded the association. The result cannot fail to strengthen the hands of the American Forestry Association in its endeavors to protect the forest wealth of this Continent, and we have no doubt but earnest and useful work will be done by the Convention.

* * *

A COMPANY is now being formed in England for the purpose of acquiring some 50,000 acres of timber land situated on the Bay of Fonseca, in Spanish Honduras. This land is covered with virgin forest of mahogany, cedar, fustic and logwood and is to be purchased outright by the company who purpose to fell the timber and market it in European and American markets. It is estimated that the forests will last over twenty years, and as the land is cleared it is proposed to plant rubber and orange trees.

* * *

A dastardly attempt was made on the night of Aug. 27th to fire the lumber yards at Tonawanda, N. Y. No less than eleven fires were started within the period of twenty-four hours, all presumed to be of incendiary origin. The Lumber Association has offered a reward of $1,000 for the apprehension of the incendiary. Dodge's planing mills, Kent's, Hollister's, Bass & Co., and Holland Bros'. lumber yards where set on fire, also J. S. Bliss' shingle factory, and twice cars on the Central tracks were set a fire.

* * *

W. HUME CLAY, a prominent young lumber merchant of Winchester, Ky., disappeared from his home a short time ago. A short time after his departure a number of protested notes turned up, and more recently it has transpired that a number of forgeries had been committed. The amount of forgeries is estimated at over $100,000. Young Clay lost about $13,000 booming lots in Winchester last spring, and is said to have dropped a pile on other booms. All his property has been attached.

* * *

NEW Brunswickers got out an unusually large supply of logs last winter, and this summer they are cutting large quantities of lumber, despite the slack foreign demand. They evidently have faith in the early resumption of the English demand. There are already some signs to be noted indicating an improvement in the trade of the United Kingdom. Shipbuilding on the east coast of England is showing signs of increased activity, and when the yards on the Clyde begin brisking up prices will be apt to advance.

* * *

IT is a remarkable fact that while the lumber trade of the Ottawa Valley is in a very depressed state, the Georgian Bay lumber mills are running full time and doing an excellent business. This is largely accounted for from the fact that the Ottawa lumbermen depend to a considerable extent upon the British and South American markets, which are depressed at the present time, while the Georgian Bay mill owners, manufacture largely for the American market. The Georgian Bay mill owners have sent word to Ottawa that a large number of the men out of employment there can be provided with work in that region.

HOME AND FOREIGN TRADE REVIEW.

Office of CANADA LUMBERMAN,
Aug. 30th, 1890.

The local trade continues dull and the movement of stocks is limited There are signs, however, of improvement, but it is not noticeable to any great extent. Prices remain unchanged. Trade in the West is very good, although we have not heard of the purchase of any very large stocks, buyers confining themselves mainly to ordering for immediate requirements. An increased demand for lumber is confidently looked for, as the harvest crops are good and as the farmers in Ontario for the last few years have done but little in repairing, extending or building, it is expected they will take advantage of the situation and make necessary improvements.

The stagnation in the Ottawa lumber trade still continues on account of the South American markets being temporarily cut off and the slackness of the English trade. The shipping of lumber from the Chaudiere by rail is becoming more lively, as the cars on the Canadian Pacific and the Canada Atlantic Railways are being loaded as fast as they can be supplied. Some large orders are being reported from the United States, the Bronson, Weston Company having received one from the Oswego Lumber Company that will keep them busy shipping inch lumber for some time to come. The Oswego company utilizes the lumber by making boxes for the American Standard Oil Company. The prospective termination of the troubles in South America has a tendency to restore confidence in the revival of trade, and should there be no other outbreak it will not be long before orders for lumber will be coming in from that source. In the meantime the labor market at Ottawa is overstocked, and is likely to remain so for some time to come, as the quantity of timber taken out this winter will be comparatively small. Wages this winter will not be what they were last year. It is not expected they will exceed the following:—General hands from $12 to $15 per month; axe men, about $15 to $18; hewers, $26 to $30; scorers and liners, $20 a month. It is most likely that there will be an increased local demand this fall, as reports collected from various centres in Canada indicate that the stocks are very low. In most yards the dealers have been living from hand to mouth in the expectation of fluctuations which have not occurred.

The timber and deal trade at Quebec is in a very depressed state, and holders of timber feel rather anxious about present prospects. The lumbermen are not trying to force sales, as they feel it is useless to try and sell until there is a better demand. A raft of Ottawa timber, about 44½ feet average, is reported to have been sold at the low figure of 24 cents, which is a great falling off in price since last year. In deals there is nothing doing, although some lots of spruce are reported to have been sold at prices considerably under contracting price of last autumn. A number of rafts are lying in the booms unsold, the holding of which will entail considerable loss upon the owners, as the boomage dues mount up quickly, and will have to be paid. The banks generally take the timber as a kind of collateral security, but this year they refuse to do so. It is stated that Mr. R. H. Klock has taken out more square timber than any other man, six or seven rafts of which are still lying in the booms awaiting a market. It is generally conceded that there is a slight improvement in the markets of Great Britain, but the South American market for the time being is literally dead.

The following is a comparative statement of timber, masts, bowsprits, staves, &c., measured and culled at Quebec to date :—

	1888	1889.	1890.
Waney White Pine.....	1,214,623	2,715,695	2,868,730
White Pine....	815,682	3,373,065	2,127,792
Red Pine.....	283,914	905,404	97,808
Oak.....	732,624	928,692	843,036
Elm.....	166,434	705,430	486,055
Ash.....	110,587	226,829	92,787
Basswood.....	.....	2,495	415
Butternut.....	419	1,501	2,031
Tamarac.....	1,324	7,135	7,825
Birch & Maple	126,819	365,913	163,377
Masts & Bowsprits.....	.....	.....	.....
Spars.....	.....	33 pieces	.....
Std. Staves...	19.0.3.10	49.7.2.2.	5.5.2. 7
W. I. Staves..	319.2.1.26	58.9.3.16	.....
Brl. Staves....	13.3.3.25	1.1.0.1	.....

FOREIGN.

Late advices from London indicate a steady improvement in the hardwood trade, the volume of business being done giving no cause for complaint. Prices of almost all descriptions are reported firm, some kinds having a tendency rather to harden than otherwise. Recent arrivals of American black walnut have been fairly numerous, the logs arriving being of much better proportions and more convertible in character. This better class of stuff is readily disposed of and brings fair prices.

Arrivals at Liverpool have been quite large during the month. An immense amount, both of timber and deals, have arrived, a large portion of which was constantly going into consumption. Competition is reported as being keen, and prices are consequently cut fine. The import last August of spruce, including 6,000 stds. from Quebec district, amounted to nearly 30,000 stds. Up to the present time, says *Timber*, the import this month has only reached 6,000 stds., and from all the particulars we can gather the further arrivals will not exceed 6,000 more : this must tell. and we believe that the stock next issued will show that the position of this article is very much strenghened, at the same time, prices are ruling very low, and on those cargoes which were purchased early in the year and were not sold there must be a considerable loss.

There has been a slight improvement in trade at Glasgow, although prices remained at the same low level which has characterized them for the last few months. American spruce was not going off well, as against the low prices ruling for north of Europe importations. Some sales have been made in Quebec timber of new import, but the aggregate is reported as being disappointing. The demand in hardwood is reported as being good, as the stock in first hands is low. Walnut is in request especially prime wood. Birch and ash have been in good demand and stocks are pretty well depleted.

BRITISH BOARD OF TRADE RETURNS.

The official returns furnished by the Board of Trade show a considerable falling off in the importations of wood goods of all descriptions as compared with the corresponding month last year, Mahogany excepted. From all countries the importation of sawn lumber is less by 87,351 lds., the quantities being 834,605 lds. in July this year, as against 921,956 lds. the same month last year. There has also been a falling off in hewn goods, the figures being 274,052 lds. in July last year, against 262,942 lds. in July the present year, a difference of 11,110 lds. In sawn goods from the Baltic ports there is a diminution of no less than 117,948 lds., 40,110 lds. from Sweden (321,270 lds., as against 361,380 lds.) and 67,838 lds. short from Russia—219,532 lds., against 287,370 lds. Sawn goods from the United States and Canada, on the other hand, are considerably in excess of those imported during July last year, the excess from the latter amounting to over 40,000 lds. With regard to hewn goods there are increases of about 11,000 lds. from Germany, the quantities from all the other timber importing countries being less.

The returns for the seven months, ending July 31st, 1889 and 1890, give an increase for the present year on hewn wood, but a decrease in the quantities of sawn, the difference amounting to 54,976 in hewn and 181,125 loads less in sawn, thus taking the two together, there is a decrease this year of 126,149 loads of wood goods.

EXCHANGE ECHOES.

Southern Lumberman.

The Southern saw-mill owners are prosperous and in better financial shape than ever before, and the future is bright indeed. Southern lumber of all kinds is in better demand and prices are higher than for several years. Timber possessions were secured at low prices and are enhancing in value rapidly. New manufacturing enterprises of every character are starting up, old and new towns are growing at an astonishing rate, the farmers are building to an extent never before known, and the home demand for lumber is active. Oak, yellow pine, gum, and many other varieties of hardwoods are plentiful and practically untouched, and the mills will continue in successful operation for a number of years.

Timberman.

Down in New Brunswick they are cutting large quantities of lumber this summer, notwithstanding the slack foreign demand. They seem to have faith in the resumption of the English demand in the not far distant future. In point of fact there are already some signs to be noted indicating that the bottom has been reached in the trade of the United Kingdom, and the turn may soon come. Shipbuilding on the east coast of England is brisking up, and when the yards on the clyde resume their full measure of activity look out for a rise in timber.

—A firm of saw mill owners at Fort William, have written to Mayor Erratt, of Ottawa, stating that they wish to hire mill hands at the rate of $1.75 a day, with steady work all winter in the shanties. They offer to advance fares from Ottawa to Vermillion Bay, near which place the mills are situated.

THE NEWS.

ONTARIO.

—Mr. T. B. Pearce will, it is said, build a large saw mill at Marmora.

—Messrs. Moffat Bros., of Carleton Place, have bought a planing mill at Renfrew.

—Joseph O. Labelle, a lumber trader of South Indian, has assigned to Mr. Larmonth.

—Mr. Mooney, of Minden, Ont., is erecting a steam saw mill on the shore of South lake.

—Dickson Co's mill, at Harwood, is doing big work, sawing and turning out first class lumber.

—Messrs. Huston & Co. purpose erecting a new shingle mill at Ruskview for next winter's work.

—Canada has 13,325 miles of railway. Last year the railways carried 3,000,000,000 feet of lumber.

—Bulmer's mill, at Norman, has been shut down for want of logs. The new planing mill is nearly completed.

—Alexander Leishman, formerly of Arnprior, has gone into the wholesale and retail lumber business in Woodstock.

—A rarity in the shape of a raft of 25,000,000 feet of white pine timber passed down the St. Clair river a few days ago.

—The Casselman Lumber Co. is now running full blast night and day under the able management of Mr. E. Hargreaves.

—Mr. A. McCormack, of Pembroke, has purchased a fine new tug in Montreal for work in towing his lumber across the lake.

—The Ontario government is advertising for 62 pieces of white oak timber, to be delivered at Lindsay on or before September 20.

—The Beck Mf'g. Co. mill, at Penetanguishine, is doing good work this summer—turning out upwards of a hundred thousand feet per day.

—As the Rathbun Company have not been running the Eagle Mill at Rossmore this year there is a decline in the population of that village.

—Mr. Joseph Williams has established a factory at Goderich for the manufacture of patent barrels, and is turning out 700 of these a day.

—Twenty-five men left Peterboro', on Aug. 4th, for British Columbia, to work in the mills and the limits near Bearmouth, owned by the Columbia Lumbering Company.

—The firm of Greensides & Hurlburt, of Mitchell, saw millers and lumber dealers dissolved some time ago. The business is now carried on by H. J. Hurlburt who is doing a very good business.

—A raft owned by Mr. John Bryson, M. P., containing 93 cribs of square timber recently passed down the Ottawa in tow of the tug John. The raft will be boomed at Quebec until the market improves.

—Mr. D. Morrison, agent for Cook Bros., lumber merchants of Algoma, left Ottawa, on Aug. 7th, for Cook's mill, on the Canadian Pacific railway, with seventy-five men for the winter operations

—A drive of saw logs belonging to the Dickson Co., numbering ninety thousand pieces, passed Young's Point on Aug. 6th. They will be cut up into market lumber at their saw mills in Harwood.

—The building used by the Longford Lumber Co., as a woodenware factory at Orillia, is advertised for sale, the intention being to remove the business to Longford, to be nearer the supply of raw material.

—The Messrs. McLachlin Bros.' Little Bonnechere drive of saw logs has been abandoned at Currier's, above Round Lake, it being found impossible to drive them on account of the growth of weeds in the river.

—Mr. R. English, customs officer at Manitowaning reports that the combined receipts of Little Current and Manitowaning for the year ending 30th June, 1890, amounted to $11,400. The bulk of this was collected in export duty on saw logs.

—A raft of very fine timber came down the Ottawa last month, belonging to Barnet & Mackie. It was taken out at White Trout lake on the Pettewawa containing 207 cribs of square and waney white pine, of wonderfully fine quality and large average.

—The Western Lumber Company, at Rat Portage, have received about 300,000 feet of logs and intend starting sawing again at once. They have a lot more near at hand and the management think they will be able now to have steady running for the balance of the season.

—Christopher Wagner, a Toronto lumber dealer, who runs a planing mill in the west end, assigned to Messrs. Campbell May, July 23rd, for the benefit of his creditors. Mr. Nicholas Dyment, of Barrie, is the principal creditor. The cause of the failure is attributed to building speculations.

—Ontario is doing more to preserve her forests than any other province or state in North America. She pays every year a large amount for a force of fire rangers, the lumbermen paying an equal sum. These men, numbering 60 or 70, patrol the forests in all directions, and prevent a large number of fires which would no doubt otherwise occur.

—The Gilmour & Co's mill and other properties have been withdrawn from sale, an arrangement, it is understood, having been effected, whereby Mr. John D. Gilmour, of Quebec, will come to Ottawa and go into partnership with Mr. John Gilmour, and Mr. Allan Gilmour, of Ottawa, will remove to Trenton and go into partnership with Mr. David Gilmour.

—Something went wrong a few days ago with the lever connections on the steam carriage at the Minnesota & Ontario Lumber Co's mill, at Norman, and caused the carriage to go at full speed to one end of the run, badly breaking up the carriage. The two men who were on the carriage at the time, jumped before it struck and escaped without any great injury.

—The Snider Lumber Company, of Waterloo, is applying for an act of incorporation for the purpose of "carrying on a general lumber business to build and operate mills, etc.," at Rosseau Falls and Gravenhurst, in the district of Muskoka, and at the town of Waterloo, and elsewhere in the Province of Ontario. The amount of the capital stock of the company is to be $40,000.

—Midland has grown with the rapidity of a Western States town and has now a population of over 2,800. It is fast attaining eminence as a lumber town, having now several lumber, shingle and planing mills, while immense quantities of lumber brought from mills on the north shore are handled from vessels to cars and distributed through Ontario and the Eastern States.

—Rathbun & Co's. mill, at Lindsay, gives employment to twenty-five men during a season, and will cut about 75,000 ties this summer. Counting 200 ties to the car load, the season's output will load 375 cars, and large quantities of pine and cedar shingles, lath, etc., are also turned out. The strip taken from the side of the tie in squaring it is shipped off to be made into broom handles.

—A meeting of the creditors of S. & J. Armstrong, general merchants and lumber dealers, McKellar, District of Parry Sound, was recently held in the Walker House, Toronto. The proposition of the insolvents to pay 40 cents on the dollar in instalments payable in 4, 8, 12, and 16 months was unanimously accepted. The liabilities of the firm amount to $14,859, and the assets to about $12,000. The firm will continue in business as usual.

—The number of rafts that have passed Deux Revieres this summer is as follows:—Messrs. R. H. Klock & Co., 6; Thistle, Carswell & Co., 1; R. Hurdman & Co. 3; Carswell & Francis, 2; A Lumsden, 2; Estate D. Moore, 1; McCuaig & Moorehead, 1; Wm. Mackey, 1; Rayside & McMaster, 1; Perley, Pattie & Co., 1; J. &. B. Bryson, 1; making 20 rafts, which may safely be averaged at 150,000 feet each, making the respectable average of 3,000,000 feet—all destined for the Quebec market.

—Geo. Dunster, lumber dealer and contractor, of Woodstock, made an assignment a short time ago. At a meeting of the creditors the other day it was shown that he owed about $10,000, while the assets scarcely reached $3,000. Last January he showed to his banker a surplus of $17,000, but his books showed a shortage of over $7,000. M. J. H. Brown, assignee, will wind up the estate. Messrs. D. Peacock, Woodstock, and R. Gillies, of Gillies Bros., Paris, were appointed inspectors.

—At the Algoma asizes held at Sault St. Marie the case of Rowan vs. The Blind River Lumber Co. was concluded. The plaintiff John Rowan, took out a contract to get out logs for the defendants from their timber limits. The logs were brought across Lauzon lake by the company instead of by the plaintiff, and the company claim that the logs were improperly and irregularly cut. For these reasons they made a large deduction from the money coming to Mr. Rowan. His lordship refused to allow the greater part of these deductions, and found a total verdict for the plaintiff of $3,321.83.

—The Dickson Lumbering Company's mills, at Harwood, started to run July 31st. About 60,000 feet was cut in the afternoon. The Company are making great improvements in the mill property, also repairing and fitting up the houses. The boarding house, a fine building, has been much enlarged. Two large tanks have been erected on the hill to hold water in reserve to supply the boilers and protect against fire, and as soon as possible the Grand Trunk Railway Company will complete the branches into the mill yard. Nearly all the old hands are employed again which helps to count for such a successful start.

—Official returns show that the total value of boards, deals, plank, etc., imported into Canada from the United States for the year ending June 30th, was $413,527 against $405,365 in 1889. During June the quantity of American lumber imported was over double that brought into Canada from the United States during June last year.

—The Amable du Fund is a small stream emptying into the Ottawa on the Ontario side above Mattawa, and is a most prolific lumber region. Messrs. Raymond McMaster, and Mr. John McKay have taken out some excellent lumber this season. The former brought down a raft containing 96 cribs, equivalent to 2,400 pieces or 160,000 square feet. One magnificent piece consisted of 132 square feet. Mr. McKay brought down a raft composed of about 77 cribs making 1,925 pieces or 127,000 square feet. About 75 per cent. of timber in the two rafts is waney and the other 30 per cent. square. Both were destined for Quebec.

—A raftsman named David McMullen, who was coming down the Ottawa near Deux Riviere on Monday last, had a narrow escape from drowning. He was on a crib of timber belonging to Messrs. McCuaig and Moorhead, in company with four others, when it struck against a large rock in a swift current and was smashed. McMullen was the only one who was in danger of losing his life as he was carried down by the current. He kept himself above water until he drifted against a large rock to which he clung until rescued by his companions. McMullen was badly injured about the body as a result of the accident.

—The water power at Rat Portage is the among greatest in the world; it is practically unlimited. The lake forms a mill dam of three thousand six hundred square miles, twenty two feet above Winnipeg River, and by cutting races through the narrow ledge of rock which divides the two bodies, mill sites can be located almost the whole distance between Keewatin and Rat Portage. Yet, with these excellent facilities for water power, nearly all the lumber mills there are run by steam, owing doubtless to the mills being located with a view to convenience in handling and storing logs. Speaking of lumber mills it was estimated that the cut of lumber this season will exceed one hundred million feet.

—Capt. McKay, Mr. J. Naton, the lumbermen, and several others, went up from Ottawa on Aug. 9th to Dechene's Lake and boarded a crib with the intention of running the rapids and slides. This portion of Gillies Bros.' raft was in charge of Pilot Seraphin Corbeille, an old river man. To their horror the party found, on running down a short distance, that the crib was rushing on to a monster log which had become jammed in the rocks. In a moment they struck full head on. All hands clung to the timbers for dear life, while the pilot and his crew made superhuman efforts to right the crib, which was swirling round half under water. The passengers were washed off for a time, but were rescued and passed down with the loss of a portion of the crib.

—The United States consul at Ottawa has forwarded his annual report of the exports from that district to the United States during the year ending June 30th, to the treasury department at Washington. As compared with last year the following increases or decreases in value of exports of the forest are shown:

	1889.	1890.
Hemlock bark	$ 23,085	$ 17,815
Box shooks	234,162	45,266
Lath	57,450	80,456
Lumber	2,672,701	2,687,001
Pickets	19,913	21,748
Shingles	7,082	4,657
Railway ties	16,783	6,246

—The construction of the Parry sound railway promises to open up a rich mineral and lumbering country which has already been partly developed without railway facilities. It will connect the lake system at the Georgian bay with the various systems of the Dominion. It will be the shortest direct route east to Montreal and Boston, Parry Sound being about the same distance from those points as Toronto, and saving also a distance of 100 miles from Collingwood and 120 from Owen Sound. In addition to the passenger and freight traffic of the lakes a large business will developed in hardwood for manufacturing purposes, thus making Parry Sound a base of supply for all lumbering purposes with the western states. Last year there were manufactured in the district about 35,000,000 feet of lumber, in addition to a large quantity of shingles, lath and dressed lumber.

—A planing mill has been added to Bulmer's mill at Rat Portage.

—It is stated that Mr. Klock has so far run the largest amount of square timber.

—The Rathbun Company have a number of men at work at Tamworth Station taking out 16,000 railway ties.

—The deaths by drowning amongst the lumbermen and raftsmen in the province have been very numerous this season.

—The Western Lumber Company, of Rat Portage, is adding a new tug to its plant, for service on the Lake of the Woods.

—The saw mill employees of Norman ask that ten hours constitute a day's work, at the same pay as at present for eleven hours.

—A raft belonging to Messrs. Thistle, Carswell & Francis became broken up at Britannia, and the boom had to be cut to prevent its total destruction.

—The Georgian Bay Lumber Company, at Waubaushene, shipped over four and a half million feet of lumber to the States in one week last month.

—Masson's saw mill, at Mechanicsville, which was closed down all the summer, has commenced running and now employs between seventy-five and one hundred hands.

—James Playfair & Co's mill, at Sturgeon Bay, has closed down for the season. Their shingle mill is still in operation and will probably continue cutting until late in the fall.

—The large circular saw in the mill of the Georgian Bay Lumber Company, at Waubaushene, broke a few days ago, when running at full speed, but fortunately no one was injured.

—Mr. Cornelius Young, of Young's Point mills, was a few days ago fined $20 and costs under the Fisheries Act for allowing mill refuse to enter the Otonabee river from his premises on August 12th. Inspector Gilchrist prosecuted.

—A stick of timber 120 feet long and three feet square is to be exhibited by the British Columbia Exhibit Association at the Toronto Exhibition this month. The specimen will be cut into two pieces, each requiring two flat cars in transportation.

—Four rafts passed down the Chaudiere slides on August 20th. One of 102 cribs belonged to Messrs. Hurdman Bros., and for quality it is said to be the raft of the season. Another raft belonged to Barnett & McKay. Two rafts of Messrs. Hurdman came over the Deschene on August 22nd.

—The Emery Lumber Company has engaged Thomas Pickard, of Saginaw, to cut 30,000,000 feet of logs annually for five years in the Georgian Bay district. The logs will be cut by mills at Bay City and Saginaw. The timber is on the Wahnapitae river, from whence the big barge Wahnapitae takes its name.

—A big wind struck Lake St. Peter last week, the result being that McMaster & Rayside's raft, which was just ahead of Caldwell's raft, had a hard time. Every band on the raft was smashed except the cookery band, and some fifty pieces of fine timber were lost. The crew had to work hard to save the logs, and several narrowly escaped drowning. At the Long Sault Mr. McMaster nearly lost his life through a band breaking.

—The log drives in the Lake of the Woods country has progressed very favorably this season. Early in the season there was a slight mishap by a lot of logs in the Rainy river having been swept down by the heavy current, but were recovered at the mouth of the river. During the summer a couple of small rafts were broken up on the lake, causing some delay and extra expense in picking up the logs. Otherwise everything has gone smoothly in moving the logs.

—Considerable excitement was created on the Ottawa river some days ago in the vicinity of the Queen's wharf when the barge Jumbo, belonging to Mr. George Harris, tipped over and dumped about 150,000 feet of pickets, which were piled on the deck, into the water. The barge, along with a number of others, was in tow of Mr. Harris' steam tug, and was just leaving for Burlington when the accident occurred. The pickets, which were tied up in bundles when loaded, were spread around the river in all directions, many bundles breaking while tumbling off the deck. A number of men were set to work immediately to gather them up in row boats, and were kept busy all day in doing so. Many of them were found below Gatineau Point. Fortunately none of the barge hands were on top of the load at the time.

QUEBEC.

—It is estimated that 3,500 cords of pulp wood have been delivered to the E. B. Eddy factory at Hull during the season.

—It is said that Eddy's mill, at Hull, will cease operations for the summer shortly as the supply of logs is becoming scanty.

—The Hawkesbury Mill Company shut down on Aug. 12th, having got through with their necessary cut for this season.

—The shipments of lumber, ship timber and railway ties from Cookshire to the United States have been unusually large this year.

—McLean & Son's saw-mill, near the C. P. R. track, has been bought by Gilchrist, Greene & Co., of the Union Furniture Factory, Wingham.

—A fine raft of square white pine timber recently left Montreal for Quebec. It consisted of over 100 cribs, comprising about 130,000 cubic feet.

—The final drive of the Gatineau River saw logs and timber for the present year has arrived at the Cascades. There are about 35,000 logs in the Cascades boom.

—The Royal Pulp and Paper Company, East Angus, has been incorporated with a capital stock of $300,000 for the manufacture of paper pulp, paper lumber, etc.

—Arnold's mill at Spanish River is turning out 120,000 feet a day, and it is expected that the season's cut will amount to 15,000,000. The company have enough logs cut to last till September, 1891.

—Z. D. Wilson's new saw-mill at Glen Sutton is reported as working to perfection. He is shipping his timber to Vermont. Lumbermen in this section are already making preparations for next winter's work.

—Mr. John Poupore, a London operator in the Ottawa Valley, attributes the stagnation of the square timber trade to the enormous output of last winter. It was twice as large, he said, as that of any other year known to Ottawa Valley lumbermen.

—W. H. Petrie, of Toronto, has received the order from the Royal Canadian Yacht Club, of Toronto, for an automatic engine with boiler, etc., to be erected upon their beautiful grounds at the Island, to be used driving an electric light plant, pumping water, etc.

—Mr. Frank L. Vandusen, foreman in Messrs. Bronson & Weston's lath mill on Victoria Island, has invented a most serviceable machine for the manufacture of lath. It turns out 59,000 laths a day, while two other machines in use by the firm for years past, only make 60,000 during the same time between them.

—The largest tow of logs ever brought down the Georgian Bay was towed by the tugs *Resolute* and *Superior* to Parry Sound a few days ago. It contained about 40,000 pieces, most of them being very long. They were from Whitefish river and made up at Little Current. The logs were taken out by Howrie & Co., of Michigan, and will be cut at Peters & Cain's mill.

—The final drive of the Gatineau sawlogs and timber for the present year recently arrived at the Cascades. There are about 35,000 logs in the Cascades boom, and after the drive passes the boom about 16,000 of Gilmour's logs will remain in the pocket booms. The logs will remain there until Bingham's sweep gets pass the Gatineau mills, when they will be sent down to the Chelsea boom.

—During the past year 2,953 loads of cordwood, 1,865 car loads of lumber and 558 cords of square timber were hauled over the Quebec and St. John Railway. New steam mills have been built during the year at St. Raymond and Lake Bouchette, and others are in course of erection and projected. The produce of the logs made along the line during the past winter will give about 40,000,000 feet of lumber for transportation. The company's charter provides for a western extension to Lake Temiscamingue, which would make the lumber business of the St. Maurice and upper Ottawa tributary to Quebec, and is therefore of immense importance to the city.

—Ald. Crannell, of the Bronson Weston Lumber Company, in a recent conversation with a *Free Press* reporter, said :—"I don't think any of the mills will continue to run night and day, as has been the case hitherto, and it is probable we will shut down the 1st of September. The cut this season I don't think will exceed three quarters what it was last year. We are employing on the average about 800 men in our mill and are running just as usual. There won't be anything like the amount of logs and timber out this winter that there were last. There is a large quantity of lumber unsold, and by shutting down early in the season, there will be a still larger quantity left over, rendering it unnecessary to cut so largely during the winter. On this account therefore there will not be so many hands required for the woods. Is there any prospect of an improvement in the market? Not at present but there is a possibility. The Argentine Republic is able to throw off trouble very easily. They are in trouble now, but the very minute money begins to circulate and things quiet down, there will be a demand for lumber. There is no section of the world gets over trouble so easily as that country does. The demand for lumber may come this fall, but I think it is very doubtful. Yes, there will be hard times in Ottawa this winter."

NEW BRUNSWICK.

—Daniel Lund, grist miller and lumberman, Aboushagan, has assigned.

—New Brunswick advices state that the drives are all coming out this season.

—J. R. Sutherland & Co., lumber dealers, Winnipeg, have sold out to Geo. W. Brown.

—Alma and Point Wolf export about 8,000,000 feet of sawn lumber and 8,000,000 laths a year.

—Robt. Jewett's saw mill located on the river bank above the Government House, Fredericton, will be ready for work in two or three weeks.

—New Brunswick is having a heavy log crop. The drives are all coming in, and along with the new logs there are from 50,000,000 to 60,000,000 feet that were hung up last year.

—As an indication of the extent of Mr. Gibson's business at Marysville, it may be stated that the reported value of lumber, cotton, bricks, etc., shipped from Marysville last month amounted to $110,200.

—Robert Connors has brought the corporation drive into the booms. Everything has come down with it, and the river and its tributaries above are wholly cleared of logs. Mr. Connors has made money this year.

—Shipments of spruce deals from St. John to the United Kingdom during the first six months of the present year show a falling off of nearly half as compared with the like period in 1889. The totals for the first six months of each year are :—for 1889, 93,451,021 s. f.; for 1890, 50,748,867 s. f.

—Mr. Gibson's saw mill, at Blackville, during the last week has been cutting birch logs, and a large force has been employed. Mr. Gibson having purchased the logs put into Bartholomew river last winter by Messrs. John McLaggan and Jas. Robinson, will have a total of over five millions to manufacture at this mill, which will probably occupy the whole season.

—The lumber shipping business all along the eastern coast, says the Moncton *Transcript*, is in a flourishing condition just now. A few days ago there were 19 square rigged vessels at Bay Verte and on Sunday there were 12 at Point du Chene and six at Buctouche, among the latter being the bark Sagona, which owing to her large size will take in her entire load outside the bar.

—Advices from St. John, N. B., state that there are more logs landed at Indiantown than ever before in the history of St. John. The six tugs of Glasier & Tapley all arrived during the day and each had a large tow, one of the boats, the Lily G., having over 125,000,000 feet of logs. The river continues so high that the tugs are averaging two trips a week—something almost unprecedented.

—It is reported that the St. Lawrence Lumbering Company, now closing business in Betsiamis, Quebec, and of which K. F. Burns, M. P., for Gloucester, is the local manager, has completed negotiations for the purchase of the saw mills of K. F. Burns & Co., of Bathurst, and also the old Stewart mills on the village side of Bathurst harbor. Mr. Burns, it is rumored, will be manager of the whole concern in the Dominion.

—The rafting record at the Douglas and Mitchell booms last week breaks the record. At the Douglas boom in seven days, 1,661 joints were rafted and at the Mitchell 1,400 making with the 736 joints which were rafted at the Sterling about 3,800 joints for the week at the three booms. At the Douglas boom work was faciliated by what is known as the Elliott patent, an aid to rafting planned and patented by Robert Elliott, the foreman

—A despatch from St. John says, the judgment of Registrar Linklater in the London bankruptcy court in the case of R. A. & J. Stewart has attracted great attention, as it was the most remarkable case in the history of lumbering in this province or in all Canada. The application of the bankrupt firm for discharge was suspended for five years, and though they were acquitted of the charge of deliberate fraud they were found to have contracted debts without reasonable expectation of paying them, of rash and hazardous speculation, trading with a knowledge of insolvency, and making undue preferences. The most disastrous effect in this province resulting from the Stewart failure was the hopeless failure of the Maritime bank in St. John, entailing heavy losses on every hand, and the failure of George McLeod, a heavy lumber operator in Kent county. The extent of the firm's operations and the immense amount involved make the case one of unusual interest.

Trade Notes.

The Dickson Company's new mill at Harwood, Ont., is now running full blast and it is said to be doing good work. The entire outfit of saws for this mill was furnished by Messrs. Burns & Thomas, of 534 Dundas Street, Toronto, and they are giving splendid satisfaction.

Messrs. William Leak & Company, of Dundas street, Toronto, have taken a new departure in the lumber business, at least so far as this city is concerned. They are now prepared to receive any quantity of lumber consigned to them on storage, paying freight, and making advances on the consignments. They will also issue warehouse receipts which can be hypothecated to banks and others, whenever deemed necessary. They offer their planing factory for sale on easy terms. See advertisements in another column.

A. T. Anderson & Company, Contractors for Electrical and General Machinery, who for some years have been doing business in Montreal and Peterboro', have decided to make Toronto their headquarters, deeming it a good distributing point. We trust they will be as successful in their future undertakings as they have been in the past. Their work always gives satisfaction. They are now located at 75 Adelaide street, East, Toronto, and will be pleased to have a call from their patrons and friends.

The marvelous growth of Chicago as evidenced by the census report giving the "Fair City" over a million inhabitants has compelled the old reliable and established houses to cast their lines out further into the deep. No house in Chicago has evinced more enterprise and grasp, and yet careful conservative judgment, than A. H. Andrews & Company, who have recently moved into their elegant new store at 215 Wabash Ave. It marks an epoch when a house of this character is willing to leave a corner which they have occupied for fourteen years and move southward, even for only half a block. The new store has a frontage of eighty feet by a depth of one hundred and sixty feet, and is seven stories in height. The building is a marvel of convenience and beauty, having a large copper bay from the second story up. The high character and standing of the house and of its work have accumulated a momentum that gives it first place among the manufacturers of fine furniture for offices, banks and public buildings.

THE CAR QUESTION AGAIN.

A representive gathering of Ontario lumbermen was held in the council chamber of the Toronto Board of Trade on the 29th ult. to again consider the most expedient course to pursue to relieve the trade of the ever-present trouble experienced in securing ample cars from the railway companies to move lumber. Mr. A. K. McIntosh, of the well-known firm of Willmott & McIntosh, of this city, occupied the chair, and among those present were: Messrs. Allan McPherson, Longford; Robert Laidlaw, Thomas Meaney and George Gall, of Toronto; H. M. Brennan, Hamilton; A. J. Halliday, Orillia; James Tennant, John Waldie, M. P., A. A. Scott, James Tennant (of Tennant & Co.), W. S. Tennant and Mr. Salmon, of Toronto; T. J. Hammill, Barrie; D. L. White, Midland; C. W. Beck, Penetang; W. W. Belding, Katrine; Gideon Shortreid, Hillsdale.

The chairman in his opening remarks pointed out in forcible language the fact that while the present was undoubtedly the dullest season of the year in the lumber trade, the supply of cars was altogether inadequate to the wants of the trade. If such a state of affairs existed now, who could foretell the result when the busy moving season arrived? But a small fraction of the cars required are secured at all and when they are obtained and loaded the delay in transportation usually upsets any expectations a consignee may have indulged in. It is no uncommon thing for cars, detained on switzes and elsewhere, to take from nine to ten days on the road from point of shipment to Toronto, and if these cars are intended to cross the line, thirty days are often consumed. There was no disputing the fact that the future success or failure of the lumber trade largely depended on a solution of the existing difficulty. This meeting had been called principally in the interest of outside manufacturers, whose interests were identical with those of the Toronto lumbermen. United action was necessary, and while their present grievance was an old one, former meetings of a similar character, while not overcoming the difficulty, had resulted in stirring up the railway authorities to a sense of their duty, and in various ways resulted in doing good. Upwards of one hundred letters had been received from manufacturers, the speaker said, complaining loudly of the deficiency in Grand Trunk rolling stock, and from these letters it was learned that there was a falling off in cars of at least 25 per cent. compared with the same period last year.

A lively discussion followed the chairman's remarks, in which nearly every one present took part. But little, however, transpired which has not already been discussed through the columns of THE LUMBERMAN. Mr. John Waldie, however, in his remarks seemed to pretty thoroughly solve the situation so far as the Grand Trunk railway was concerned, in attributing the present stagnation in rolling stock to the fact that hundreds of extra cars are now being used in the work of double-breaking the G. T. R. between Toronto and Montreal. These cars, he said, which rightly belonged to the lumber trade, had been confiscated for the company's own use, without regard to the wants of the lumber trade who were the sufferers. Better, the speaker said, shut the lumbermen off entirely for a year and push this work through then extend it over a period of several years as they are at present doing.

A discussion regarding high freight rates, and excess charges also ensued in which it was demonstrated that the Canadian lumber rates were 25 per cent. higher at the present time than Michigan rates which was equal to about 50 cents per M. feet.

The following resolution, moved by Mr. John Donogh, of Toronto, and Mr. C. Beck, of Penetanguishene, was put to the meeting and unimously carried :—

"That a committee be appointed representing all branches of the lumber interest to prepare a statement of grievances and compile all available information in regard to the scarcity of cars and causes leading thereto, and when such statement has been prepared and endorsed by the trade, to lay the same before the council of the board of trade and ask for its co-operation in urging the Grand Trunk Railway Company to remedy the disabilities by which the lumber trade is now harassed."

The following were appointed as a committee: Messrs. Waldie, Laidlaw, Dyment, Beck, J. Brennan, W. Thompson, J. Donogh and A. K. McIntosh.

And thus ended a meeting which it is hoped will bear fruit and relieve the lumber trade of grievances which have already too long existed.

OUR TIMBER EXPORTS TO BRITAIN.

The following cargoes of Canadian wood have been reported at varions United Kingdom ports since our last issue.

ABERYSTWITH—Hope, New Richmond, 40 pcs. hewn fir., 8,648 deals, battens, and scantlings, Diadem, New Richmond, 7,532 deals, 652 deal ends.

ABERDEEN—Garibaldi, Quebec, 24 pcs, hewn oak, 83 pcs. hewn elm, 96 pcs. hewn birch, 262 pcs. hewn waney, 14,790 deals, 3,474 deal ends, 1,200 staves.

ARDROSSAN—Gloria, Halifax, N. S., 6,711 deals.

AYR—Norway, Quebec, 25 oak logs, 45 elm logs, 20 birch logs, 590 fir logs, 4,438 deals. Tjomo, Quebec, 49 pcs hewn fir, 78 pcs. hewn n.o.e., 31 pcs. hewn oak, 13,527 fir deals.

BARROW—Palmas, Montreal, 30,217 deals, boards and ends. Sarah, Pugwash, 20,918 deals and battens. Ilmator, Miramichi, 20,467 fir deals and ends. Harmonie, Pugwash, 19,464 deals and battens. Marie, Bay Verte, 27,997 deals and battens. Starodder, Halifax, 7,726 deals and ends. Norwood, Quebec, 182 pcs. hewn elm, 1,262 pcs. hewn pitch pine, 5,982 deals.

BARNSTAPLE—Habor, Miramichi, 6,926 fir deals, 10,386 fir boards.

BELFAST—Finland, Dalhousie, 108 lds. birch, 14,514 deals and scantlings. Carl, Richibucto, 9,178 deals, scantlings &c, Arlington, Miramichi, 20,307 deals and ends, 5,000 pcs. sown fir. Gatineau, Quebec, 60 pcs. hewn birch, 33 pcs. hewn ash, 53 pcs. hewn elm, 776 pcs. hewn fir, 8,946 fir deals. Stanley, Bay Verte, 17,231 deals and ends. Liddesdale, St. John, 63,798 deals and ends, &c. Tikoma, River Ouilla, 28,349 deals and ends. Boenezer, Miramichi, 14,035 deals and ends. Hiram, St. John, 12,624 deals and ends. Amaranth, Quebec, 8 pcs. oak, 123 pcs. elm, 20 pcs. birch, 16 pcs. hewn fir, 25 pcs. sawn fir, 574 pcs. square timber, 19,770 deals, 7,362 boards. Australia, Miramichi, 25,651 deals and scantlings, 1,466 boards. Courant, Quebec, 387 pcs. hewn fir, 40 pcs. elm, 805 pcs. fir, 144 pcs. timber unrated. Emanuel, Dalhousie, 12,159 deals and scantlings. Magna, Bay Verte, 20,066 deals and scantlings. Erato, Miramichi, 16,861 deals and scantlings. Courant, Quebec 74 pcs. hewn elm, 256 hewn fir, 10,399 pcs. sawn fir. Condor, Bay Verte, 13,624 deals. Sheffield, Miramichi, 16,939 deals, scantlings, &c., 4,000 paling boards. Luis A. Martinez, Pictou, 1,020 pcs. hewn birch, 400 pcs. sawn birch. Magdalene, Richibucto, 9,217 deals, ends, and scantlings. Carl, Quebec, 2,600 deals and ends. Prins Oscar, Newcastle, N. B., 19,591 deals, 1,247 spruce ends. Hvideorm, Miramichi, 20,415 deals. Celeritas, Richibucto, 8,066 deals and scantlings. Donald Ferguson, Quebec, 11 lds. oak, 4 lds. birch, 4 lds. whitewood, 34 lds. hewn elm, 384 lds hewn fir, 5,609 deals, 1,319 pcs. sawn fir. Charger, Quebec, 12,792 fir deals, 567 pcs. hewn fir, 148 pcs. hewn birch, 45 pcs. hewn oak, 50 pcs. hewn ash, 5 pcs. hewn hickory, 26 pcs hewn elm, 23 pcs hewn poplar. Dronningen, Quebec, 40,766 deals and ends. Adelgunde, Quebec, 751 pcs. hewn oak, 6,124 fir deals. Alexandra, Dalhousie, 12.875 deals and ends.

BEAUMARIS — Marie, Campbellton, 10,239 deals. Deodata, Dalhousie, 1,344 deals, 8,189 spruce deals, 2,541 birch deals.

BRIDGEWATER—Eros, Bathurst, 10,093 deals and ends.

BRISTOL—Cormorin, Halifax, 21,425 deals, ends, scantlings, and boards. Drumerlie, Montreal, 200 lds., 1,000 stds. deals. Exandi, Buctouche, 11,228 deals, battens, scantlings, and ends. Thrudvang, Shediac, 12,116 deals, scantlings, and ends. Capulet, Montreal, 52,161 deals, battens, and ends. Indrani, Montreal, 544 pcs timber, 850 ends, 8,758 deals, 2,944 sidings, 49 pcs. birch. Respit, Shediac, 14,777 deals battens, and ends. Mary Frazer, Parrsboro', 32,587 deals, battens, scantlings, and ends. Hedevig, Shediac, 17,991 deals, scantlings, and ends. Sagurtna, Shediac, 13,001 deals, battens, and ends. Texas, Montreal and Quebec, 3,446 deals, 1,562 deals and endss 300 cs. splints. Ebba, Chatham, 7,885 boards, 5,079 scantlings, 13,868 deals, 782 ends, 358,436 staves.

CARDIFF—Arbutus, St. John, 13,808 deals and battens. Michele B., Miramichi, 3,143 pcs. sawn fir. City of Ottawa, Quebec, 164 pcs. oak, 781 pcs hewn fir, 3,512 pcs. sawn fir. Linda, Chatham, 16,240 deals and boards.

CARLISLE—Thrudvang, Miramichi, 12,440 fir deals.

CARNARVON—Esmeralda, Sherbrooke, N. S., 6,434 deals. Apollo, Economy, 8,470 deals.

CHESTER—Hamlet, Richibucto, 12,537 deals boards, and ends. Victoria, Richibucto, 7,992 deals, 3,442 boards, 879 deal ends.

COLERAINE—Urd, Chicontimi, 6,902 spruce deals.

CORK—Douglas, St. John, 18,946 pcs. sawn fir. Lottie Stewart, St. John, 22,832 deals battens, and ends. Nightingale, Quebec, 32,408 deals and battens. Thornhill, Quebec, 1,024 pcs. hewn fir, 12,396 deals, battens, and ends. Bravo, 14 pcs. oak, 32 pcs. hewn unrated, 231 pcs. hewn fir, 26,787 deals, 2,787 ends. Alert, Hillsborough, 23,703 pcs. sawn fir, 489 ends. Florida, Quebec, 1, 202 pcs. hewn fir, 14,511 deals and ends. Landsblomsten, St. John, 7,334 deals and deal ends. Mercur, St. John, 954 lds. sawn fir. Artos, St. John, 13,222 deals, battens, and deal ends.

DUBLIN—Stanley, Quebec, 35,418 deals, 290 ends. Skien, Quebec, 17,002 deals. Dronning Sophie, Dalhousie, 12,343 deals, 412 pcs. timber. Buteshire, St. John, 29,722 deals. Cyprus, St. John, 39,415 deals. Ruby, Quebec, 10,040 deals, 840 pcs. timber. Mercur, Quebec, 19,467 deals and ends. Otto & Antonie, St. John, 98,943 deals and ends. Susanne, Bay Verte, 16,434 deals. Terpsichore, Quebec, 36,802 deals, 3,000 staves. Scott, Halifax, 3,722 deals, 239 pcs. timber. Martha, Miramichi, 21,804 deals. Forsoget, Quebec, 418 pcs. oak, elm, hickory, birch, ash, walnut, and board pine, 11,156 deals, 1,564 pine boards. Libra, Miramichi, 19,717 deals and ends.

DUNDALK—Minnie G. Elkin, St. John, 15,936 deals, battens, and ends.

DUNDEE—Louis, Quebec, 2 pcs. hewn oak, 20 pcs. hewn elm, 82 pcs. hewn birch, 290 pcs. hewn fir, 2.800 deals.

DROGHEDA—Aldine, St. John, 12,667 deals.

FLEETWOOD—Aftensjernen, Bay Verte, 17,605 deals. Terzo, West Bay. 29,925 deals. Ascalon, Quebec. 32,089 deals. Atlas, Shediac, 18,088 deals and ends. Adelphia, Bay Verte, 16,287 deals and ends. Novdskov, Miramichi. 15,133 deals and ends. Indiana, Bay Verte, 19,138 fir deals. Stonney, Petrel, West Bay, 31,158 fir deals. Munster, West Bay, 49,411 deals. Junior, Bay Verte, 13,214 deals battens, and ends. Mirjam, Bay Verte, 19,445 deals. Nordstjernen, Bay Verte, 18,526 deals, scantlings, and ends.

GALWAY—Galway, St. John's, 15,585 deals. Culdoon, St. John's, 4 spars.

GRANGEMOUTH—Sarpsborg, Quebec, 59 pcs. oak, 309 pcs. pine, 9,368 deals and ends.

GLASGOW.—Warwick, Montreal, 5,694 deals. Bonita, Yarmouth, 12,382 spruce deals, 1,049 spruce ends, 2,746 birch deals, 35 birch ends. Martha Reid, Parrsboro'. 17,504 spruce deals, 1,557 spruce de l ends. Trenmore, Bathurst, 10,306 pine deals. 1,363 pine deal ends. Olaus, Quebec, 15,105 pine deals and ends. Circe, Montreal, 397 pcs. oak lumber, 4,479 deals. Rossrian, Montreal, 5,360 deals. Siberian, Quebec and Montreal, 6,783 bdls. spoolwood, 2,926 deals. Concordia, Halifax and Baltimore, 23,316 bdls. spoolwood, 4,280 staves. 752 oak planks, 671 pcs. oak lumber, 40 walnut logs. To Venner, Dalhousie, 9,963 spruce deals and ends. Alcides, Monreal 28 maple logs, 20 stds. deals, 393 pcs. oak lumber, 33 pcs. timber. Friedrich, Quebec, 20,793 pine deals, 3,480 pine ends, 5,128 red pine deals, 16,471 spruce deals, 2,400 ppe. staves, 3,600 w. i. staves. Alida, Campbellton, 8,279 spruce deals, 359 spruce scantlings, 1,144 spruce ends, 182 pcs. birch timber, 295 pcs. spruce timber, 6 pcs. pine timber. Buenos, Ayrean, Montreal, 9,056 deals. Scandinavian, Halifax and Philadelphia. 4,437 staves. Lief, Richibucto, 7,884 deals, 1,069 scantlings, 789 ends. Colina, Montreal, 5,218 staves, 2,166 pcs. maple, 2,524 deals.

GLOUCESTER—Westerbotten, Shediac, 640 lds, deals and battens. Mistletoe, St. John, 25,904 deals. America, Bay Verte, 16,378 deals and battens. Alma, Miramichi, 23,705 deals. Ceylon, Pugwash, 24,084 deals. Orontos, Parrsborough, 24,028 deals. Carniola, Parrsbourough, 22,317 deals. Drumburlie, Montreal, 74 pcs. hewn fir, 63,973 deals. Iris, Miramichi, 20,161 deals. Hanna, Richilucto, 11,154

deals. Erling, Bay Verte. 17,574 deals. Inverleith, Montreal, 24,882 deals. Daggry. Buctouche, 1,269 pcs. birch, 12,976 deals. Helios, Pugwash, 20,400 deals. Esperance, Richibucto, 15,345 battens. boards, andends.

GREENOCK—Johanne, Quebec, 163 pcs, square white pine, 105 pcs waney white pine, 800 white pine deals, 900 white pine deal ends, 2,239 red pine deals, 960 spruce deals, 49 pcs. oak, 81 pcs. white pine timber, 132 pcs, elm, 969 pcs. red pine. Royal Visitor, Quebec, 4,168 spruce deals, 91 pcs. elm, 673 pcs. waney white pine, 2,540 spruce deal ends, 116 pcs. oak. Anna, Quebec, 164 pcs. birch, 4 pcs. maple, 77 pcs. oak, 204 pcs. birch, 419 pcs. waney white pine, 187 pcs. square white pine, 1,796 spruce deals, 2,843 pine deals and ends. Prince Charlie, Quebec, 226 pcs. oak, 182 pcs. elm, 36 pcs birch, 677 pcs. square pine, 459 pcs. white pine, 108 red pine, 2,842 pine deals, 1,871 red pine deals, 152 spruce deals, 1,372 spruce deal ends, 2,109 pipe staves, 3,600 W. I staves. Australia, Quebec, 115 pcs. oak, 75 pcs elm, 227 pcs. birch, 90 pcs. ash, 631 pcs. white pine, 2,552 spruce deals, 1,384 spruce deal ends. Prinds Leopold, Quebec, 158 pcs. oak, 125 pcs. elm, 257 pcs. birch, 243 pcs red pine, 617 pcs square pine, 556 pcs. waney pine, 735 pine deals, 5,031 spruce deals, 1,409 spruce deal ends, 2,000 ppe. staves 3 600 w.i. staves.

HARTLEPOOL, WEST—Lina, Quebec, 80 pcs. elm, 179 pcs. birch, 603 pcs. hewn fir, 2.269 deals. Augusta, Quebec, 81 pcs. oak, 125 pcs. elm, 80 pcs. ash, 76 pcs. birch, 653 pcs. hewn fir, 2,576 fir deals.

INVERNESS—Elizabeth, Quebec, 109 pcs hewn oak, 4 pcs. hewn hickory, 2 pcs. hewn ash, 15 pcs. hewn elm, 24 pcs. hewn birch, 2 pcs hewn walnut, 30 pcs. hewn pine, 4,952 sawn deals.

LONDON—Electrique, Montreal, 28,603 deals, 1,388 deal ends. Elizabeth, Quebec, 24,525 deals, 1,586 deal ends. Grey Colin, Montreal, 7,971 deal ends, 57,900 deals. Tynedale, Montreal, 84,054 deals, &c. Gerona, Montreal, 212 pcs. timber. Hazelmere, Montreal, 36,261 deals, &c., 865 deal ends. Avalon, Montreal, 55,954 deals. Orion, Quebec, 29,848 spruce deals, 1,913 deal ends, 5,737 staves. Kalos, Saguenay, 27,318 deals, 2,069 deal ends, 8,160 palings. Magnum, Quebec, 7,586 pine deals, 31,852 pine and spruce deals. Galveston, Montreal, 49,187 deals. Freg, Quebec, 1,028 pcs. timber, 22,154 deals. Elsie, Quebec, 40,640 deals, 2,562 deal ends. Tordenskjold, Three Rivers, 2,442 deal ends, 33,224 deals. Betty, Matane, 22,429 spruce deals, 3,639 spruce deal ends. Alfhild, Quebec, 45,993 deals, 2,883 ends, 7,200 staves. Henriette, Quebec, 8,801 pine deals, 364 pine deal ends, 9,341 spruce ends, 5,217 cypress deals, 121 cypress deal ends, 71 tamarac deals, 3 tamarac deal ends. Aljuca, Quebec, 34,788 deals and ends, 37 pcs., 490 bdls. baluster squares, 3,269 planks. Betsy & Arnold, Quebec, 5,605 deal ends, 13,667 deals, 207 pcs oak, 203 pcs. birch, 34 pcs. elm, 63 pcs. pine. Fredriksvœrn, Buctouche, 8,944 deals and battens, 321 scantlings, 1,423 deal and batten ends. Lady Blessington, Sorel, 476 stds. deals and ends. Assyrian, Montreal, 1,013 cs. splints. Haab, Quebec, 26,812 deals. 2,192 deal ends. Vedra, Montreal, 46,881 deals, 6,435 deal ends. Hovding, Quebec, 34,112 deals, 2,026 deal ends. Neptun, Quebec, 28,208 spruce deals, 2,249 pine deal ends. Jarlen, Quebec, 970 pcs. timber, 19,157 deals, 1,905 deal, ends. Lamington, Montreal, 13,107 deals, 4,802 ends ; from Quebec, 39,292 deals. Concurrent, Sault-au-Cochon, 18,202 deals, 1,276 ends, 6,500 palings. Inverdrine, Quebec, 17,797 deals, 2,479 deal ends. Craigallion. Quebec, 36,374 deals, 3,151 ends. Brazilian, Quebec, 673 cs. splints, from Montreal, 2,658 deals. Ocean King, Montreal, 4,790 deals. Beta, Quebec, 28.926 deals, 1,115 deal ends. Persia, Quebec. 46,587 deals, 2,600 deal ends. Adorna, Quebec, 41,319 deals. 3,506 deal ends. Benjamin Bung, Quebec, 30,939 deals, 3,490 deal ends. Therese, Quebec, 21,021 deals, 1,943 ends. Altmore, Montreal, 43,689 pine deals, 4,894 ends. Ulunda, Halifax, 1,009 no. 5 bdls. doors, 69 bdls. moulds. 8,558 deals, 6 scantlings, 1,653 splints. Norse King, Montreal, 313 pcs. timber, 10,002 deals, 1 car oak planks. Eira, Quebec, 28,155 deals, 2,228 ends.

LONDONDERRY—Aeronaut, St. John, 900 lds. dressed fir. Alart, Quebec, 170 lds. hewn fir, 7 lds. oak, 6 lds. unrated hewn, 750 lds. sawn fir, 4 lds. oak staves. Constance, Quebec, 21,585 deals and ends. Lothair, Miramichi, 1,009 lds. hewn fir. Falka, St. John, 8,000 fir deals. Brage, Bay Verte, 18,072 fir deals.

LANCASTER—Konsgrewe, Miramichi, 23,242 deals and boards. Solnaer, Richibucto, 12,146 deals. Jane, Quebec, 12 pcs. oak, 63 pcs. elm, 67 pcs. birch, 624 pcs. fir, 3,182 fir deals. Primula, Richibucto, 9,407 deal ends.

LEITH—Nicosian, Quebec, 23 pcs. elm, 34 pcs. ash, 114 pcs. birch, 75 pcs. hewn fir, 453 sawn fir, 8,567 fir deals, 4,000 fir deal ends, 5,204 fir deals. Dracona, Montreal, 3,937 deals.

LIMERICK—Frier, St. John, N. B., 544 lds. fir deals, Bellmore, St. John, 27,225 deals and ends. Huldren, Halifax, 11,500 fir deals and ends.

LLANELLY—Vanadis, Halifax, 10,487 pcs. sawn timber, 2,631 pcs. sawn fir, Caprice, Pictou, 7,820 pcs. sawn timber.

MILFORD—Eliza, Shediac, 9,101 pcs. sawn fir.

MARYPORT—Frivold, Miramichi, 12,872 deals, 12 lds. hewn birch.

NEWPORT—Resource, Quebec, 10 pcs, hewn elm, 352 pcs. hewn birch, 20 pcs. hewn red pine, 66 pcs. hewn yellow pine, 9,195 deals and ends. Amicozia, Miramichi, 19,801 deals, scantlings, boards, &c. Teresa G., Miramichi, 22,983 deals, scantlings, boards, &c.

NEWRY—Canning, St. John, 4 spars. Norma, Miramichi, 15,340 deals and deal ends. Semana, Quebec, 23,007 deals and ends, 12,225 spruce palings.

PLYMOUTH—Canoba, Quebec, 16 pcs. hewn oak, 6 pcs. hewn hickory, 7 pcs. hewn ash, 78 pcs. hewn birch, 1,416 pcs. hewn fir, 7,452 pcs. sawn fir, 2,069 oak staves. Berkley Castle, Quebec, 16 pcs. hewn oak, 4 pcs. hewn hickory, 40 pcs. hewn birch, 11 pcs. hewn ash, 1,180 hewn fir, 7,439 pcs. sawn fir.

PORTSMOUTH—Mohawk, Quebec, 860 pcs, hewn fir, 4,331 fir deals.

ROCHESTER—Kalliope, Quebec, 219 pcs. hewn pine, 987 sawn pine deals.

SLIGO—Antilla, St. John, 15,983 deals and battens. Darpa, St. John, 11,419 fir planks. Urania, Quebec, 11,524 fir planks. Esmeralda, Chicoutimi, 11, 377 fir deals. Froy, Quebec, 13,083 deals and battens.

SKIBBEREEN—Forest, St. John, 25,893 deals and battens.

SUNDERLAND—British Constitution, Quebec, 19 pcs. hewn oak, 30 pcs. hewn elm, 38 pcs. hewn ash, 20 pcs. hewn red pine, 341 pcs. hewn white pine, 2,356 white pine deals and ends. Jessie Morris, Quebec, 193 pcs. hewn oak, 76 pcs. hewn birch, 28 pcs. hewn elm, 675 pcs. hewn pine, 1,731 sawn deals.

SWANSEA—Zorida, Buctouche, 6,663 pcs. sawn birch, 10,858 pcs. sawn fir. Saga, Quebec, 53 pcs. hewn oak, 45 pcs. hewn elm, 659 pcs. hewn pine, 3,592 pcs. sawn fir. Jean Bart, Buctouche, 1,864 birch deals, 357 ends, 8,964 spruce deals, 1,189 spruce ends. Carl, Oak Bay, 6,661 spruce deals, 216 spruce ends, 4,345 pcs. sawn birch, 1,420 birch ends. Aspotayan, Halifax, 7,654 spruce deals, 207 spruce deals and ends, 8,655 birch deals, 520 birch deals and ends. Erik, Richibucto, 3,873 pcs sawn birch, 3,485 pcs sawn fir.

TROON—Hiawatha, Bay Verte, 14,305 deals and ends. Codcordia, Halifax, 8,674 deals and deal ends.

TYNE.—Juno, Quebec, 81 pcs. oak,, 120 pcs. elm, 28 pcs. hickory, 30 pcs. birch, 17 pcs. walnut, 1,011 pcs. pine, 2,310 pine deals. Fremona, Montreal, 100 lds. timber, 13,327 deals, 748 deals. Nirod, Quebec, 17 pcs. oak, 50 pcs. elm, 30 pcs. birch, 39 pcs. ash, 11 pcs. red pine, 532 pcs. square pine, 2,040 pine deals, 816 pine deal ends. Erminia, Quebec, 24 pcs. elm, 69 pcs. birch, 588 pcs. fir, 540 deals and ends.

LIVERPOOL—Lake Huron, Montreal, 6 pcs. mahogany, 15,427 boards, 20,048 deals. Skjoldmoen, Bay Verte, 13,881 deals and battens, 1,226 scantlings, 664 deal ends. Corean, Quebec, 445 splints ; from Montreal, 5,163 deals. Eye, Bay Verte, 13,309 deals and battens, 1,521 deal ends. Saturnina, St. John, 72,436 deals. Mary Elizabeth, Halifax, 13,524 spruce deals, 261 spruce deal ends, 6,493 birch deals, 247 birch deal ends. Vancouver, Montreal, 10,170 deals and ends, 3,026 pcs. maple, 4,070 deals, 11,629 boards, 259 pcs. oak lumber. Estra, Parrsboro', 12,695 deals and battens, 455 scantlings, 1,205 deal ends. Keswick, St. John, 13,384 deals and battens, 1,133 scantlings, 7090 deal ends, 764 pcs. birch. Cavalier, Halifax, 19,063 deals. Sinken, Bay Verte, 309 lds, deals, battens, and ends. Alumbagh, St. John, 3,634 deal ends, 21,291 deals, battens, &c., 968 pcs. birch. Elida, Parrsboro', 16,281 deals and battens, 530 scantlings, 188 deal ends. Volta, Bathurst, 12 logs wood. Aviner, Buctouche, 1,095 hardwood deals and battens, 159 hardwood ends. Onso, Bugwash, 14,450 deals, 248 scantlings, 1,297 deal ends. Herman, Quebec, 308 pcs. w. p. timber, 396 pcs. waney white pine, 922 pine and 3,146 spruce deals, 178 pine deal ends. Osmania, Quebec, 151 pcs. oak, 429 pcs. birch, 957 pcs. pine, 18,522 deals, 2,724 ends. Sömand, Bay Verte, 23,266 deals and battens, 3,118 scantlings, 1,693 deals. Sjufna, Bay Verte, 98 scantlings, 11,201 deals and battens, 959 deal ends. Sagona, Buctouche, 25,522 fir deals and ends, 3,837 birch deals and ends. Europa, Dalhousie, 16,059 spruce deals, 2,090 deal ends. Vigo, Shediac, 12,164 deals and battens, 2,760 scantlings, 1,722 ends, 3,107 boards. Sherwood, Halifax, 27,819 wood goods. Osmo, Campbellton, 14,441 deals and battens, 688 scantlings, 1,574 deals and ends. Hjalmer, Bay Verte, 13,557 deals and battens, 71 scantlings, 230 deal ends. Dove, Dalhousie, 16,275 birch, pine, and spruce deals, battens, scantlings and ends. Sophie, Bay Verte, 18,906 deals and battens, 2,152 scantlings. Uno, Quebec, 27,373 spruce deals, 1,768 spruce deal ends. Gyda, West Bay, 13,918 deals and battens, 913 scantlings, 1,180 deal ends. Kong Oscar II., West Bay, 23,642 deals and battens, 901 scantlings, 1,005 deal ends. Hortensia, Parrsborough, 20,874 deals and battens, 639 scantlings, 2,130 deal ends. Familien, Shediac, 12,811 deals and battens, 957 deals, 619 scantlings, 691 ends. Straits of Magellan, Montreal, 29,032 deals, 4,718 boards, 2,240 ends. Olga, Bathurst, 18,393 deals, 3,572 boards, 1,233 ends. City of Lincoln, Montreal, 4,370 red pine deals, 8,380 w. pine deals, 2,946 pine deal ends, 4,727 spruce deals, 187 spruce deal ends, 14,554 boards, 2,901 deals. Maiden City, St. John, 2,756 deals and battens, 1,509 scantlings, 2,175 deal ends. Polynesian, Montreal, 68 pkgs. broom handles, 1,706 deals ; from Quebec, 446 cs. splints. Oregon, Montreal, 855 deals, 625 doors, 13 cs., 13 bdls. moulds, 94 stds. deals, 5 stds. ends. Brigidi, Bay Verte, 12,228 deals and battens, 2,284 scantlings, 924 deal ends. Dagny, Parrsborough, 16,551 deals and battens, 185 scantlings, 1,519 deal ends. Aviner, Buctouche, 8,337 spruce deals and battens, 708 scantlings, 821 spruce ends. Africa, Bathurst, 20 logs timber. Rondo, Campbellton, 655 birch planks, 414 birch ends, 98 birch boards, 17,495 pine deals and scantlings, 2,469 ends, 7,818 spruce boards. Lake Nepigon, Montreal, 8,918 boards. 2,466 deals. Ramon de Larrinaga, St. John, 23,308 deal ends, 60,256 deals and battens, 5,334 scantlings, 8,327 boards, 951 birch planks, 95 birch ends. Circassian, Montreal, 3,683 deals; from Quebec, 581 cs. splints, 2,951 bdls., 31 bxs. shooks. Ethiopian, Quebec, 2094 spruce ends, 28,138 spruce deals. Telegraph, Quebec, 12,647 spruce deals, 1,483 spruce deal ends. General Domville, St. John's, 41,435 deals and battens, 3,444 scantlings, 7,395 deal ends, 6,090 boards. Alava, Montreal, 32,391 pine and 10,261 deals, 4,629 pine and 770 spruce deal ends. Ole Bull, Halifax, 15,016 deals and battens, 1,064 deal ends. Otto, Dalhousie, 13,981 deals 1,990 deal ends, 2,210 planks. Hebe, Bay Verte, 15,698 deals and battens, 1,191 ends. Claudine, Pugwash, 17,443 spruce, 2,272 spruce ends. Toronto, Montreal, 735, doors, 13 bdls. moulds, 3010 boards, qty. deals, qty. deal ends, 2,803 maple blocks, 16 rd. maple logs, 298 pcs. ash scantlings. Reform, Miramichi, 19,251 deals, boards, scantlings, and ends. Neptunus, Parrsboro', 15,990 deals, 2,312 ends, 1,882 scantlings. Nibo, Vancouver, 1,978 pcs. lumber. Lake Ontario, Montreal, 5 037 deals, 11,115 boards. Sardinian, Montreal, 3,201 deals. Michigan, Montreal, 42,375 deals. boards. and ends. Nor, Richibucto, 8.631 deals, 441 scantlings, 1,218 ends, 2,986 boards. Sarnia, Montreal, qty. dls. Capella, Bay Verte, 17,018 deals and battens 1,961 sctligs, 1,450 deal ends. Marie, Shediac, 11,509 deals and battens, 1,901 scantlings, 1,104 ends. Astrid, Bathurst, 11,069 deals. scantlings, boards, and ends. Armenia, Newcastle. 16,861 deals and battens, 27,380 boards, 3,187 scantlings, 3,219 deal ends. Frey, Miramichi, 14,183 deals, 545 battens. 2,036 ends. Ala, Bathurst, 12,778 deals, scantlings, boards, and ends. Festina Lente, Chatham. 16,744 deals, boards, ends, and scantlings. Cavalier, Quebec, 209 pcs oak, 133 pcs waney board pine, 4,216 spruce deals, 638 spruce ends, 224 pcs. waney and 243 pcs. square white pine, 73 pcs. round, 2 pcs. square hickory, 137 pcs. ash, 190 pcs. white pine timber, 512 pcs pine deal ends. Canopus, Quebec, 147 pcs. ash, 1,937 pcs. birch, 6,053 pine deals, 6,235 pine boards, 41,645 deals, boards, and e ds. Oxenholme, Montreal, 20,687 deals and ends, 6,270 boards. Hertha, Miramichi, 19,484 spruce boards, 8,299 spruce deals, 1,331 spruce ends. Olaf Nickelsen, Shediac, 176½ stds. deals and scantlings. Frank Carville, Quebec, 283 pcs. oak, 62 pcs. elm, 240 pcs. waney w. and 945 pcs. square w, pine, 2,020 pine and 1,124 spruce deals, 916 pine ends. Aarvak, Quebec, 246 pcs. oak, 502 pcs. waney pine, 196 pcs. red hickory, 948 pine deals, 2,031 pine deal ends, 6 254 spruce deals. Axel, Bay Verte, 19,473 deals and battens, 1,712 scantlings, 1,178 deal ends. Winnifred, Quebec, 954 pine deals, 570 pcs. waney pine, 90 pcs. ash, 949 pine deal ends, 5,249 spruce deals, 214 pcs. oak. 2,685 spruce deal ends. Paragon, Parrsborough, 20,145 spruce deals, 2,195 spruce scantlings, 2,776 spruce ends. America, Quebec 99 pcs. oak, 973 pcs. waney pine, 272 pcs. birch, 166 pcs. elm, 23 pcs. bright pine ends, 5,836 bright pine deals, 875 spruce deal ends. Straits of Gibraltar, Montreal, 48,729 deals and boards. Lake Superior, Montreal, 10,928 deals, qty. deals. Folkvang, Quebec, 816 pcs. waney pine, 332 pcs. oak, 3,118 pine and 1,294 spruce deal ends, 8,985 spruce deals. Parisian, Montreal, 6,222 deals. City of Liverpool, Quebec, 17,665 spruce and 3,012 pine deals, 2,387 pine deal ends, 119 pcs. oak, 475 pcs. birch, 239 pcs. ash, 183 pcs. square white pine, 94 pcs. waney white pine, 31 pcs. waney maple, 67 pcs. elm. Dovre, Newcastle, 11,116 deals and battens, 2,673 scantlings, 2,881 deal ends, 49,581 boards. Murciano, St. John, 17,102 deal ends, 38,052 deals, 4,652 scantlings, 6,356 boards, 1,376 pcs. birch, 5 scantlings, 67 ends. Dominion, Montreal, 400 deals, 3,538 pcs , and a qty. deals, 2,803 pieces and a quantity of boards. Cungal, Miramichi, 214,700 palings, 4,268 deals, scantlings, and ends, 10,768 boards and ends. Sondre Norge, Bay Verte, 17,552 deals and battens, 366 scantlings, 902 deal ends. Diana, Shediac, 15,525 deals and battens, 1,108 scantlings, 1,919 ends. Cosmo, Quebec, 330 pcs. oak, 118 pcs. birch, 152 pcs. ash, 703 pcs. pine, 7,723 spruce deals. 1,726 pine deals. Mayne, Miramichi, 17,623 deals, 1,403 scantlings, 7,110 boards, 1,331 ends. Serra, St. John. 35,974 deals and battens, 3,021 scantlings, 16,610 deal ends, 4,829 boards, 1,872 planks. Bessie Hamilton, Quebec, 193 pcs. oak, 42 pcs. elm, 43 pcs. red, 155 pcs. square, and 445 pcs. waney white pine, 5,611 spruce deals. Nymph, Bay Verte, 13,301 deals and battens, 1 308 scantlings. Valborg, Quebec, 6,178 spruce and 18,823 pine deals, 2,705 ends.

CASUALTIES.

While booming logs, on Aug. 5th, at the Vancouvrer Company mill, Vaucouver, B.C., Joseph Ouillet and Isaac Green fell into the water and were drowned. Ouilett was formerly from St. John's Que., and Green from Hillsboro, Wellington County, Ont.

Joseph Gangon, a hand in the employ of Gilmour & Co. fell off a raft at the Government boom on the Ottawa, on July 7th, and was drowned.

A man named McMillan, working on Messrs. McCuaig & Moorehead's raft, was drowned on Friday in the rapid at Deux Rivers. The crib on which he was running struck the Toon rock and broke up. There were seven men on it, four of whom remained on the rock, the other two clung to a piece of timber till they were rescued by a passing crib.

While Adam Weber, of Kreaztiger's planing mills, Waterloo, Ont. was sawing a slab off an oak board with a circular saw, a wedge shaped piece about three feet long broke off, was caught by the saw, and violently hurled back, striking Mr. Weber in the right eye, penetrating the brain. But little hope is entertained of his recovery.

A young man named Hannal, employed on a lumber barge, was drowned at Hall's Booms, Que., on July 19th.

A French lumberman named Labatt was seriously injured a few days ago on Spanish River. He was on a tow of logs when they jammed and in endeavoring to displace them he slipped between two logs, which, coming together before he could get out, crushed one of his legs, breaking it into two places.

—While Mr. L. E. Shaver was assisting a gang of men to remove a stick of square timber at Perley & Pattee's flume, Ottawa, Ont., the piece of timber canted over on him and knocked him into the flume which was twelve feet deep. He fell heavily on the rugged bottom and among the injuries received was a broken wrist.

TRADE REVIEW.

Toronto, Ont.

TORONTO, August 31, 1890.

CAR OR CARGO LOTS.

1¼ and thicker clear picks, American inspection	$20 00@30 00
1¼ and thicker, three uppers, American inspection	37 00
1¼ and thicker, pickings, American inspection	25 00
1x10 & 12 dressing and better	18 00 20 00
1x10 & 12 mill run	13 00 14 00
1x10 & 12 dressing	14 00 15 00
1x10 & 12 common	12 00 13 00
1x10 & 12 spruce culls	10 00 11 00
1x10 & 12 mill culls	9 00
1 inch clear and picks	24 00 25 00
inch dressing and better	18 00 20 00
1 inch siding mill run	13 00 14 00
1 inch siding common	11 00 12 00
1 inch siding ship culls	10 00 11 00
1 inch siding mill culls	8 00 9 00
Cull scantling	8 00 9 00
1¼ and thicker cutting up plank	22 00 25 00
1 inch strips 4 in to 8 in mill run	14 00 15 00
1 inch strips, common	11 00 12 00
1¼ inch flooring	14 00 15 00
1½ inch flooring	14 00 15 00
XXX shingles, 16 in	2 20 2 30
XX shingles, 16 in	1 20 1 30
Lath, No. 1	1 70 1 90
" No. 2	1 70

YARD QUOTATIONS.

Mill cull boards & scantling	$10 00	Dressing stocks	16 00@20 00
Shipping cull boards, promiscuous widths	13 00	Picks Am. inspection	40 00
stocks	14 00	Three uppers, Am. inspect. F. M.	50 00
Scantling & joist, up to 16 ft	14 00	1½in. flooring, dres'd	28 00 30 00
" " 18 ft	15 00	1½ " " rough	18 00 22 00
" " 20 ft	16 00	1¼ " " dres'd F.M.	25 00 28 00
" " 22 ft	17 00	" " undrs'd B.M.	18 00 19 00
" " 24 ft	19 00	" " dres'd	18 00 20 00
" " 26 ft	20 00	" " undres'd	12 00 15 00
" " 28 ft	22 00	Beaded sheeting, dressed	22 00 35 00
" " 30 ft	24 00	Clapboarding, dres'd	12 00
" " 32 ft	26 00	XXX sawn shingles per M	2 65 2 75
" " 34 ft	28 50	Sawn Lath	2 00 2 20
"	22 50	Red oak	30 00 40 00
" " 36 ft	30 00	White "	35 00 45 00
" " 38 ft	32 00	Basswood, No. 1 & 2	18 00 20 00
" 40 to 44 ft	35 00	Cherry, No. 1 & 2	50 00 60 00
Cutting up planks 1¼ and thicker dry	25 00 26 00	White ash, 1 & 2	25 00 35 00
" board	18 00 22 00	Black ash, 1 & 2	20 00 30 00

Hamilton, Ont.

HAMILTON, August 31, 1890.

Mill cull boards and scantlings	$ 9 00@10 00	Dressing stocks	$16 00 18 00
Shipping cull boards promiscuous widths	10 00 12 00	1¼ flooring, rough	16 00 18 00
Shipping cull stocks	14 00	1½ flooring, rough	16 00 18 00
Scantling and joist up to 16 feet	14 00	1¼ flooring, dressed	25 00
do up to 18 feet	15 50	1½ flooring, dressed	32 00
do up to 20 feet	16 00	1 flooring, dressed	21 50 23 00
do up to 22 feet	17 00	Beaded sheeting 1	25 00 30 00
do up to 24 feet	18 00	Picks, Am inspection	32 00 34 00
do up to 26 feet	19 00	Three uppers Am. In.	40 00
do up to 28 feet	20 00	XXX sawn shingles	2 60 2 70
do up to 30 feet	21 00	Sawn Lath	2 25
Cutting up plank 1¼ and thicker dry	20 00 25 00	Red Oak	20 00 25 00
Cutting up boards	20 00	White Oak	25 00 30 00
		Basswood No. 1. & 2.	16 00 20 00
		Cherry No. 1 & 2	60 00 70 00
		White Ash No. 1 & 2.	25 00 35 00
		Black Ash No. 1 & 2.	20 00 30 00

Ottawa, Ont.

OTTAWA, August 31, 1890.

Pine, 1st qual., ₱ M.	$35 00@40 00	Oak	$40 00@100 00
" 2nd "	22 00 25 00	Walnut	60 00 100 00
" shipping culls	14 00 16 00	Cherry	60 00 80 00
" 4th qual. deals	10 00 12 00	Butternut	22 00 40 00
" mill culls	8 00 10 00	Birch	15 00 25 00
Spruce, ₱ M.	10 00 12 00	Maple, hard	20 00 21 00
Hemlock	9 00 17 00	Laths	1 80 1 90
Ash	13 00 18 00	Shingles	1 50 3 00
Bass	12 00 20 00	" cedar	1 50 3 00

Montreal, Que.

MONTREAL, August 31, 1890.

Pine, 1st qua'y ₱ M	$25 00@35 00	Basswood	14 00 20 00
Pine, 2nd " "	20 00 25 00	Oak, per M	40 00 50 00
Pine shipping culls ₱ M	12 00 14 00	Walnut "	55 00 100 00
Pine, 4th quality deals ₱ M	9 00 11 00	Cherry "	65 00 80 00
Pine, mill culls, ₱ M	6 00 8 00	Butternut, per M	22 00 40 00
Spruce, per M	9 00 11 00	Birch, "	12 00 20 00
Hemlock, lumber	7 00 10 00	Spruce timber	12 00 15 00
Hemlock timber	12 00 14 00	Hard Maple "	20 00 22 00
Ash	13 00 20 00	1¼ Lath	1 25
		Shingles, 1st, per M	3 00 3 25
		Shingles, 2nd, "	1 25 1 50

St. John, N. B.

ST. JOHN, August 31, 1890.

Deals, Boards, Scantling, etc.

Spruce deals	$12 00	Spruce boards	12 00
Pine "	15 00	Pine "	12 00@40 00
Deal ends	6 00	Oak "	40 00
Scantling	10 00	Ash "	15 00@25 00
		Hemlock "	7 50

Shingles.

Spruce, extra	$3 50	No. 1	1 25
" clear	3 00	Pine	1 25
" No. 1 extra	2 25		

Clapboards.

Pine, extra	35 00	Spruce, extra	24 00
" clears	45 00	" clears	23 00
" 2d clears	35 00	" No. 1	15 00
		" No. 2	10 00

Flooring, Dressed.

6 in.. No. 1	12 00	4 in., No. 1	12 00
" No. 2	10 00	" No. 2	10 00

Miscellaneous.

Staves	3 00@ 4 50	Laths	1 80
Heading 17 in. per pr.	04	Pickets	6 50@15 00
" 18 in.	04½ 05½	Railway ties	
" 22 in.	04½ 06		

Vancouver and New Westminster, B.C.

NEW WESTMINSTER, August 31, 1890.

Car load and ship rates according to assortment. Bridge and Wharf Plank and Timber.

10 to 40 ft. long, per M, net	$11 00
41 to 70 ft. " " " "	$12 00@15 00
Rough lumber, building material	11 00
" " Sized	12 50
" " Fir, Clear	17 50
" " Cedar, Bench or Selects	25 00
" " " " D. D	30 00

1 in, 1¼ 1½x6 in.

T. & G. Edge, Grain and Dry	27 50
" " " Green	25 00
No. 1, Dry	22 50
" 1, Green	20 00
" 2, Dry	20 00
" 2, Green	17 50
Cut to length, extra per M	2 50
D. Dressed	2 50

1 in, 1¼ 1½x4 1.

Edge Grain, Dry	27 50
" " Green	25 00
T. & G. Edge Grain, Dry	25 00
No. 1, Dry	25 00
" 1, Green	22 50
" 2, Dry	20 00
" 2, Green	17 50
S. S. Planks for scows	17 50
D. D. cedar, verandah cover, any length	45 00
" " " cut to length	50 00
Shingles	2 50
Lath	2 25
D. D. clear Cedar	40 00@60 00
Pickets, rough	11 00

Five per cent. off above prices for cash with the order.
Delivery on scow to mouth of river.

20 M ft. and over	75c. per M. ft
10 to 20 M ft.	$1.00 " "
Under 10 M ft.	1.25 " "

Albany, N. Y.

ALBANY, N.Y., August 31, 1890.

Hemlock.

Good, 1x10 in. each	13½c.	2½x4, run, each	13½
1x10 in culls	9½	2x4, run each	9½

Pine.

2½ in. and up, good	$53 00@55 00	10 in boards dressing and better	$28 00@34 00
4ths	48 00 50 00	Common	15 00 20 00
Selects	43 00 45 00	12 in. boards dressing and better	29 00 36 00
Pickings	38 00 40 00	Common	15 00 22 00
1 to 2 in., good	49 00 50 00	1¼ inch siding, selected	40 00 45 00
4ths	44 00 45 00	Common	15 00 20 00
Selects	39 00 40 00	1 in. siding selected	38 00 42 00
Pickings	34 00 35 00	Common	13 00 18 00
1 in. good	50 00 55 00	Norway, selected	22 00 25 00
4ths	45 00 48 00	Common	12 00 15 00
Selects	40 00 43 00		
Pickings	35 00 38 00		
Shelving boards, 12 in. and up	26 00 32 00	10 in. plk. 13 ft. dressing and better, each	42@50
Dressing bds. narrow	20 00 22 00	Culls	22 25
Sapping boards	16 00 18 00	10 in. boards, 13 ft., dress, & better each	28 33
Box boards	14 00 17 00	Culls 12x10	22 25

Shingles and Lath.

Shingles, shaved pine	6 50	Shingles, cedar mixed	2 75 3 00
2d quality	5 00	Lath, pine	2 00
Sawed, extra	4 30 4 40	Spruce	2 25
Sawed, clear butts	3 00 3 30	Hemlock	1 75
Cedar, XXX	4 00 4 20		

Buffalo and Tonawanda, N. Y.

BUFFALO, August 31, 1890.

Norway

Clear, 1 to 2 in. all width	24 00	Common, 1 to 2 in. all widths	12 50
Dressing, 1 to 2 in. all widths	18 00	4x4, 5x5, 6x6 turning	22 00
		4x4, 5x5, 6x6 common	16 00

White Pine.

Up'rs, 1 to 4 in. 10 in	$43 00@55 00	No. 2 cuts, 1 to 2 in and thicker	$16 00@22 00
Sl'cts & Picks, 1 to 4 in	37 00 45 00	Dressing, 1 to 2 in	22 00 25 00
Fine common, 1 to 2 in. and thicker	31 00 33 00	Common, 1 to 2 in	14 00 17 00
No. 1 cuts, 1 to 2 in and thicker	26 00 37 00	No. 1 barn, 7 to 12 in	18 50 21 00
Mold strips, 1 to 2 in	27 00 33 00	No. 2 barn, 7 to 12 in	16 00 17 00
		Mill culls, 1 to 2 in	9 00 10 00

Shingles

XXX, 18-in, sawed	3 70	Thick cut (trade mark) 16 in per square	2 50
XX, 18-in, sawed clear butts	2 70	XXX cut	2 25
X, 18-in, sawed	1 80	X cut	1 10
XXX, 16-in "	3 40	No 2 cut	50
XX, 16-in " clear butts	2 40	Short cut	1 25
X 16-in "	90	Square end, per thousand	5 00
Thick cut	3 20	Scalloped or round end	5 25
XXX cut	3 00	Octagon or pointed end	5 25
X cut	1 50	Other shapes made to order	5 25
No. 2 cut	65		

Saginaw, Mich.

EAST SAGINAW, August 31, 1890.

CARGO LOTS.

Uppers	36 00@38 00	Norway	8 50@10 00
Common	16 00 21 00	Box	11 00 11 50
Shipping Culls	9 00 11 00	Straight measure	12 50 20 00
Mill Culls			

YARD QUOTATIONS CAR LOTS DRY.

Siding.

Clear, 1½ in	23 00	C, 1½ in	17 00
⅞ in	42 00	⅞ in	30 00
Select, 1½ in	20 00	No. 1, ½ in	12 00
⅞ in	39 00	⅞ in	19 00

Finishing Lumber rough.

Three uppers, 1 in.	42 00@44 00	Fine common, 1 in.	32 00
1¼ & 1½ in	44 00 46 00	1¼ & 2 in.	33 00
Selects, 1 in.	37 00	C, 7, 8 & 9 in.	26 00
1¼ & 2 in.	38 00	Coffin Boards 16 in. & over	18 00

Joist, Scantling and Timber.

12 to 16 feet	10 00	20 feet	12 00
16 feet	11 00	24 "	13 00

Plank and timber, 12 inches wide, $1 extra.

Shingles.

XXX 18 in. Climax	3 50	18 in X (cull)	50
XXX Saginaw	3 25	XXX shorts	2 00
XX Climax	2 00	XX	1 25
18 in 4 in c. b	1 00		

Lath, and Pickets.

Lath, No. 1 white pine	2 00	Pickets, 2 to 2½ in, 3 to 4 ft. rough	15 00
" No. 2 " " Norway	1 40	Dressed	20 00
		1½ in. square, rough	18 00
		Dressed	25 00

New York City

NEW YORK, August 31, 1890.

Black Walnut.

⅝ in. clear	$80 00@82 00	Culls, 1 inch	$35 00@ 36 00
1 and 1¼ inches	95 00 97 00	Culls, thick	36 00 37 00
1½ and thicker	100 00 105 00	Counter tops, 18 in.	
Rejects	50 00 52 00	and over	110 00 150 00

Poplar, or White Wood.

⅝ in. 10 inches and over	25 00@ 2600	1 inch, 8 in. and over	30 50 31 50
¾ in. coffin boards	28 00 29 00	2½ and thicker	33 00 34 00
1 inch, 10 inch and over	31 50 32 00	Common 1 to 2 in	22 50 23 50
		Saps, 1 inch & thicker	26 00 27 00
		Culls, all thickness	15 00 16 00

Ash.

1 in. white	36 00@ 37 00	Strips clear	27 00@ 28 00
1¼ to 2 inch	38 00 39 00	Black ash, good	26 00 30 00
2½ to 4 inch	40 00 41 00	Black ash, com	18 00 19 00

Oak.

1 inch plain sawed	37 00@ 39 00	5 inches and over	52 50@ 53 00
1¼ to 2 inch	39 00 40 00	Thicker	54 00 55 00
Thicker	40 00 41 00	Strips under 6 in	42 00 44 00
Quarter-sawed, white, all clear,		Dimension cut size	25 00 27 00

Cherry

1 inch	83 00@ 85 00	2½ and thicker	95 00@100 00
1 inch strips	40 00 42 00	Counter tops, 18 in.	
1¼ to 2 inch	85 00 90 00	and over	110 00 115 00
Rejects	40 00 44 00	Culls, all thickness	16 00 18 00

Miscellaneous.

Chestnut, clear	33 00@ 35 00	Hickery, old growth	50 00 55 00
Chestnut common	20 00 22 00	Hickery, 2nd growth	70 00 75 00
Basswood white	30 00 32 00	Elm	20 00 22 00
Basswood common	21 00 23 00	Sycamore	24 00 26 00
Maple, clear	28 00 30 00	Sycamore quartered	38 00 40 00
Birch, clear	32 00 35 00	Gum	35 00 37 00
Birch, 1s and 2s	26 00 30 00	Butternut	45 00 50 00
Cottonwood	21 00 22 00	Sycamore dressed fig	24 00 25 00

Boston, Mass.

BOSTON, August 31, 1890.

Western Pine—by car load.

Uppers, 1 in	$48 00@50 00	Fine com., 3 & 4 in	42 00@46 00
1¼, 1½ & 2 in	48 00 50 00	No 2, 1 in. Fine com.	28 00 30 00
3 & 4 in	55 00 60 00	1¼, 1½ & 2 in	29 00 31 00
Selects, 1 in	42 00 43 00	No. 1 strips, 4 to 6 in	40 00 43 00
1¼, 1½ & 2in	43 00 45 00	No. 2	35 00 37 00
3 & 4 in	45 00 50 00	No. 3	24 00 26 00
Moulding boards, 7 to 11 inch clear	36 00 38 00	Cut ups, 1 to 2 in	24 00 30 00
60 per cent clear	34 00 36 00	Coffin boards	19 00 22 00
Fine common 1 inch	36 00 38 00	Common all widths	22 00 26 00
1¼, 1½ & 2 inch	38 00 40 00	Shipping culls 1 in	15 00 15 50
		do 1¼ in	15 50 16 50

Eastern Pine—Cargo or Car Load.

Nos. 1, 2 & 3	40 00@43 00	Clapboards, 4 ft., sap clear	40 00 45 00
4	28 00 30 00	Sap, 2nd clear	33 00 35 00
5	23 00 26 00	Heart extra	50 00 55 00
Ship'g bds & coarse	16 00 16 50	Heart clear	45 00 50 00
Refuse	12 00 13 50	Second clear	25 00
West'rn pine clapbds 4 ft. sap extra	45 00 50 00	No. 1	10 00 14 00
		Bevel siding 6in, clear	23 00 24 00

Spruce—by Cargo.

Scantling and plank, random cargoes	14 00@15 00	Coarse, rough	12 00 14 00
Yard orders, ordinary sizes	15 00 16 00	Hemlock bds., rough	12 00 13 00
Yard orders, extra sizes	15 00 18 00	" " dressed	12 00 14 00
Clear floor boards	19 00 20 00	Clapbds., extra, 4 ft.	38 00 40 00
No. 2	16 00 17 00	Clear, 4 ft.	35 00 37 00
		Second clear	25 00
		No. 1	10 00 14 00

Lath.

Spruce by cargo	2 10@2 20

Shingles.

Spruce	1 25@1 50	Cedar, sawed, extra	3 25 3 50
Pine, 18 in. extra	4 00 4 25	Clear	3 00
Pine, No. 1	3 00 3 15	Extra, No. 1	2 50
		Cypress, No. 1, 18 in.	5 00

Oswego, N. Y.

OSWEGO, August 31, 1890.

Three uppers, 1¼, 1½ & 2 inch	$43 00@45 00
Pickings, 1¼, 1½ & 2 in	35 00 36 00
No. 1 cutting up, 1¼, 1½ & 2in.	30 00 31 00
No. 2 cutting up, 1¼, 1½ & 2in	19 00 21 00
1 in strips, 4 to 8 wide, selected for moulding strips, 14 to 16 ft.	31 00 33 00
1x6 selected for clapboards	32 00 34 00

Siding.

1 in siding, cutting up piks & uppers	30 00@39 00	1¼ in selected	35 00@40 00
		1¼ in dressing	17 00 19 00
1 in dressing	19 00@21 00	1¼ in No. 1 culls	14 00 16 00
1 in No. 1 culls	14 00@16 00	1¼ in No. 2 culls	13 00 14 00
1 in No. 2 culls	13 00@14 00	1¼ in No. 3 culls	9 50 10 00

1x12 Inch.

12 & 16 ft, mill run	20 00 23 00
12 & 16 ft, No. 1 &2, barn boards	18 00 19 00
12 & 16 ft, dressing and better.	26 00 30 00
12 & 16 ft, No 2 culls	1500

1x10 Inch.

12 & 13 ft, mill run, mill culls out	19 00 20 00
12 & 13 ft, dressing and better	25 00 27 00
12 & 13 ft, No 1 culls	16 00 17 00
12 & 13 ft, No 2 culls	14 00 15 00
14 to 16 ft, mill run mill culls out	20 00 22 00
14 to 16 ft, dressing and better	25 00 27 00
14 to 16 ft, No. 1 culls	16 00 17 00
14 to 16 ft, No. 2 culls	14 00 15 00
10 to 13 ft, No. 3 culls	9 50 10 00

1 1-4x10 Inches.

Mill run, mill culls out	20 00@23 00	No. 1 culls	16 00@17 00
Dressing and better	25 00 30 00	No. 2 culls	14 00 15 00

1x4 Inches.

Mill run, mill culls out	17 00@19 00	No. 1 culls	13 00@14 00
Dressing and better	23 00 27 00	No. 2 culls	11 00 12 00

1x5 Inches.

6 7 or 8, mill run, culls out	19 00@21 00	6, 7 or 8, No. 1 culls	15 00@16 00
		6, 7 or 8, No. 2 culls	13 00 14 00
6, 7 or 8, drsg & better	24 00 28 00		

Shingles.

XXX, 18 in pine	3 60@3 80	XXX, 18 in cedar	3 40@3 70
Clear butts, pine, 18 in.	2 60 2 80	Clear butt, 18 in cedar	2 40 2 70
XXX, 16 in pine	3 10 3 20	XX, 18 in cedar	2 00 2 10
Stocks cedars, 5 or 6 in.	5 00		

Pickets.

No. 1, 1¼x1¼	15 00	No. 2, 1x3	9 00 10 00
No. 1, 1x3	20 00		

Lath.

No. 1. ¼	1 90	No. 2, 1 1-4	1 80
No. 1 1-4	1 60		

A PROBLEM FOR MILL MEN.

The following was recently sent to the *Scientific American*, which, with answer given by that journal we give below. In a stick of timber 40 feet long, 24 inches square at one end, and 12 inches square at the other end, how many feet of lumber are there? It is also stated that the proposition has been given to several lumbermen in the Chicago Exchange building, who have found various results; among others, the following: 60 feet, 600 feet, 720 feet, 876 feet, 1,080 feet, 1,200 feet, and 2,400 feet: that if the cubical contents of the timber in feet is what is wanted, 1,200 feet would be the correct answer; but if a lumberman were buying the stick, and desired to find how many feet of board measure there was in it, and put his rule at work, he would find but 1,080 feet, an allowance being made for sawing, of the "kerf" *Answer:* For obtaining the solid contents, the rule in Haswell's is for the frustum of a pyramid. Add together the areas of the two ends and the square roots of their product; multiply sum by height, and take one-third of the product. Thus: 4 sq. ft. plus 1 sq. ft. equals 5 sq. ft., and plus the square root of their product, which is 2, equals 7, which multiplied by height, which is 40 feet, equals 280 feet, which divided by 3 equals 83⅓ cubic feet, which multiplied by 12 equals 1,120 feet board measure, without allowing for kerfs or waste. Considering the taper of the timber and allowing for kerf, you cannot make more than 10 feet of lumber to the cubic foot. Then 93 ⅓ × 10 – 933 feet merchantable lumber 1 inch thick that could possibly be obtained from the piece.

HARDWOOD.

[American Builder]

Hardwood as a building material is so rapidly superceding pine and other woods that it is creating an uncomfortable feeling among the dealers who handle soft woods only. There are dealers now engaged exclusively in the hardwood trade, who are working up an immense business in this stock, and those who are sharp enough to see the drift of the building trades are starting yards in which nothing but hardwood is found. Mahogany, oak and cherry have been the rage among cabinet makers for some months past, and builders and architects are using these woods whenever it can be found allowable.

There can be no doubt in the mind of any one possessing ordinary foresight that hardwood must furnish the material out of which the lumber trade of the future is to be carved. There is a good deal of pine left yet, although, perhaps, some of the overwise wrestlers with this unsolvable problem of the timber supply may awaken some fine day to find that the "denudatics" were not so very far wrong after all in predicting that it will not hold out at the present rate of cutting more than a dozen or two of generations. Put this aside, and independent all together of whether there be much or little pine yet to be sawed, it is unmistakable that some varieties of hardwood are crowding it closely for the first place. Time was when hardly a pine yard in the northwest thought of including maple flooring among the essential items of its stock; now where is the first class dealer who does not sell thousands of feet of it every year? Ten years ago hardwood finish for business buildings or dwellings was regarded as an unusual and unnecessary extravagance; but the time has come when it is an economical provision, and a necessity indispensable to a building of any pretensions. It is easy to perceive that white pine as a finishing wood has seen its best days, and although it will always find a market and command a good price, it is bound to give way to an increasing extent before the rapid and steady advance into favor of its superior rival. The hard and heavy yellow pine of Mississippi and Georgia is already displacing the white for building timbers, and no doubt it will before long be as much sought for that purpose as it has been these many years for car sills. Something of a revolution is in progress among the architects and builders, and many of them have already reached the point of preferring good, sound wooden beams, properly fire-proofed, to iron girders, and the spread of this belief in the superior merit of timber for such purposes must result in greatly increasing the sale of yellow pine and other strong and heavy woods. As a matter of fact, hardwood of all kinds is but just beginning to find use, and its manufacture and sale is just as to develop and grow as the consumption of all kinds of materials is certain to be greater from now on than it was ever before. In all this, however, there is nothing to disturb the operator in white pine. If he has got a large stock of that variety of wood, either standing in the tree or piled upon his dock or in his yard, we would not by any means advise him to let it go into other hands without yielding him a satisfactory *quid pro quo*. He may rely upon having his business as long as there is a pine log left for his sawyer to operate on; but he ought not to be surprised if before many years his hardwood brother in trade should pass into the front rank, leaving him to fill the secondary place which the latter has always heretofore been content to occupy.

STRAW LUMBER.

An important industry has just been started at New Portage, Ohio—the manufacture of straw lumber. The plant is a large one, and has back of it the straw-board trust, of which Q. C. Barker is a leading member, and has sustained financial backing. If the hopes of the projectors are realized, an immense business will be speedily built up, and houses finished in various shades and fashions of straw lumber, instead of handsome hardwoods, will become common.

The establishment will be the first of its kind ever built, and its products will differ in many respects from the material out of which the so-called paper bucket is made. It will begin work immediately, and as soon as enough of its product is finished to make it possible, it is intended to erect a house out of the material and see whether it will stand the weather. The company is certain that it will be adapted to all kinds of inside finishings, if not fitted for exposure to weather, and expect it to take the place of plaster to some extent at least. It will be made in a great variety of styles for inside use and can be marbleized so perfectly that it is difficult to distinguish it from the genuine stone itself. In this shape it is expected that it will be found available for use in halls, bathrooms and like places.

The company expect to be able to put the straw lumber on the market as a substitute for lath and plaster at a cost about the same as the actual plaster, and claim it will be more durable and easier to use. In the marbleized form it will cost, it is calculated, about one-third as much as marble. In interior finishings, a wide market is expected for it as an embossed decoration similar to lincrusta walton, but costing one-third as much.

The company believe their product will withstand the weather and prove available for fancy tiling for roofing purposes and the like, and that it will be both water-proof and weather-proof and in a measure fire-proof as well. Should their expectations be realized, there is a wonderfully wide field before this new enterprise.

SHE MEANS BUSINESS.

From the Mississippi Valley Lumberman.

Some time ago Frank Waltenburger, a young painter living in Minneapolis, received undoubtable proof that he was the owner of valuable timber land in Florida. It appears that Mrs. Ellen Waldo believed she was the owner of the land and has been pluckily engaged in manufacturing lumber on the land. She has written Waltenburger the following frank letter; "In writing you this letter I, perhaps, am violating the laws of conventionality; but, as we never met, in fact, as you have never heard of me until now, there can be nothing of sentiment in the propositition that I am about to make to you. To explain, first of all, how I know your address and name. Last week the Washington County *Times* published a story credited to a St. Paul paper, in which it was set forth that you were legal owner, by the possession of an old deed, of section 30, township 3, range 14, in this county. I laughed at the story at first, for I own half of that section myself, though, as it now appears, my title is imperfect. The other day I received notice from a firm of lawyers in Jacksonville of the true state of affairs, and what I have now to say to you is, after due deliberation on the situation, I have improved the property in such a manner that it is now very valuable. I own a timber mill which employs twelve hands and yields me a fair income, besides I have property in Pensacola giving me an income of $1,000 a year. I have also three farms, railroad land along the line of the Louisville & Nashville railroad, yielding me a fair annual profit. The newspaper account I read of your appearance stated that you were good looking, poor and hard working. I am a widow, 28 years old, am called good looking by my friends and by those who dislike me I am said to be stout. I have two children, Mamie, 5 years old, and Elsie, 3. Their father died some years ago, and was unable to attend to business during the last few years of his life, being an invalid from rheumatic trouble, and I carried on the business myself then as I do now. Now, Mr. Waltenberger, you have a title to this property which I have labored very hard to render productive. I am attached to the place, and should dislike to abandon prospects which seem fairly brilliant. Here, then is my offer: I have a growing business, a fair income and two children. You have a deed of some property, of which you know but little, except it is said to be of value. Will you marry me, share equally with me in everything, and as my husband relieve me of the burden of a business which has grown to greater proportions than I can successfully operate alone? You may have an attachment; if so, the subject is one to be dropped at once, and we must negotiate on different lines. If, on the other hand you are heart-whole and like my appearance from the photo I send you, let me have yours in return, together with your views on the subject proposal. All other things being satisfactory, I can arrange to come to St. Paul for the purpose of becoming better known to you, or I will make any arrangement you wish should you prefer to visit Chipley or Pensacola with the same object." There's a woman that it is dollars to nickles it would be safe to go into the saw mill business with.

CARE OF BAND SAWS.

By J. H. Miller

The band saw has come to stay and is no longer considered an experiment. Its universal adoption among practical mill men will only be a question of time. The lack of the proper skill to operate it is now the obstacle. This is confined principally to the filer. The style of mill need not be mentioned, as there are many prominent makes.

Few realize, in the erection of mills, the extreme sensitiveness of such a saw, and have not built as firm and perfect a carriage track as necessary, observation being drawn from what would make a perfect running rotary. The filer has been much behind in this respect, and men who could hammer a band saw dealt such heavy blows as not only fill the saw full of lumps, but crystalize the steel. A glance into every band mill will demonstrate this from the number of broken saws. The tension of the band saw is its life; its longevity is determined from the manner in which this is applied. The band saw is not a tedious saw to hammer by any means. The prevalent way of striking a saw too heavily is practiced by nearly all. A round, but nearly flat-faced, hammer should be used, and the saw should scarcely show a hammer print. The principal feature is to keep the centre of the saw a little looser or longer than the edges. This supports the saw while if it were a little slack on the edges it would snake badly, on the same principle of a circular in the same condition.

In opening a saw, the tension must not be extended closer than one-half inch of the edge. This is determined by sagging the saw while on the bench and applying the straight edge. One-half inch on either edge should stand to the saw, or very nearly so, while the center should show good light. Now, this opening must be the same throughout the saw. Great care must be taken that there are no places where the tension is too close to edge or varies from the center. The next thing is to keep the back perfectly straight, or a little convex, still maintaining the tension. The back is kept straight by hammering the concave parts gently from edge to center, care being taken to have the tension right when back edge is straight. Many have

much trouble in this way and leave a saw with bad, that is, unequal, tension. Only six inches of unequal tension will affect a saw.

A perfectly round-faced hammer should be used in tensioning, otherwise a defect would eventually bring a long twist in the saw, not heeded by many. The straight-edge test of the tension is all that can be relied upon, and where the tension is too close to edge, the saw must be hammered gently, directly on edge, so as to open that part a little only; a slight defect of this kind will produce a crack. The back edge of the saw is not looked after enough; the back guide, in some cases, is too close, and with badly fitted teeth the saw is often pushed over. Occasionally a piece of soft emery wheel should be held against the back of saw while moving slowly. It has saved many a saw from fracture. It is not necessary for the back to case-harden to produce fracture. I have noticed a change in tension from a slight dressing of the back edge, which plainly shows an equal strain on edge which the straight-edge test can not show.

A saw should by no means show hammer blows; such work is attended by the same results as hammer tension in a spring, which, if continued, makes it very brittle and fractures.

Removing twists from band saws is always done with cross-pene hammer, using the long pene in the direction of the twist or straightest way of the straight-edge test. A firm, smooth, wooden table should be used, by which six or eight feet of the saw can be laid flat. This, with a good north or east light, will reflect any long, gradual twist, which is removed by very gentle blows, in the course of the twist.

In straightening a band saw, the edges should be straightened first, as here is where defects of this nature start. Many begin by pounding the center, which does not effect the edge. The long pene is used directly on edge in straightening invariably across or nearly across the saw, seldom paralled. A smooth even, saw will carry less set, with less strain on the wheels, which greatly adds to the life of a saw. Great care should be used not to make too sharp or slim a gullet, as a new wheel often does, and never allow a wheel to show the least bit of glaze. One place of case harden is sufficient to produce a crack.

Few men realize the extreme sensitiveness of a band saw. There is no reason why a band saw can not be worn out without breaking if wheels are kept clean. The tendency is to use broader saws, and when 10 or 12-inch saws, with tension within one inch of edge, are used, broken saws, in my opinion, will be done away with.

Small band saws can be kept straight by straightening on the wheels, slacking tension of wheel until the saw will sag a little, then with a short straight-edge, small hammer and smooth-faced mallet, the saw can be trued right on the wheel. The idea in slacking it a little is to find the defect, otherwise the strain would keep it straight. It should be hammered very gently, and the back kept straight, or it will not run true on the wheels. Great care must be taken to keep wheels true and free from dust.

BILLS OF EXCHANGE.

THE NEW DOMINION NOTE LAW ABOUT TO COME IN FORCE.

The Montreal *Gazette* publishes an interesting article, giving the effect of the new law relating to promissory notes and bills of exchange, which comes into operation on September 1st. It says:—A bill, payable to a particular person, but not containing words prohibiting transfer, is to be hereafter negotiable. The holder of a bill, containing the name of a referee in case of need, was bound to present himself to the latter, but now this formality is optional. Under the old law, a forged bill was wholly inoperative, but by an amendment offered by the Senate and assented to by the commons, if a cheque payable to order be paid by the drawee upon a forged endorsement out of the funds of the drawer, the latter shall have no right of action against the drawee to recover back the amount so paid, unless he gives notice in writing of such forgery to the drawee within one year of his acquiring notice of such forgery. Hereafter, a bill not accepted on the day of presentment or within two days thereafter, must be treated as dishonored for non-acceptance. Under the laws of some of the provinces, a written acceptance was not necessary; under the new Act, as formerly in most of the provinces, the acceptance must be on the bill itself. Heretofore in Ontario, Manitoba, and Prince Edward Island an acceptance to pay at a particular place was a general acceptance, unless it stated that it was payable there "only, and not elsewhere"; under the new Act, an acceptance to pay at a particular specified place, with or without the words, "there and not elsewhere," is not conditional or qualified. The practice prevailing in Ontario and other provinces, and sanctioned by a well-settled jurisprudence, that a bill or note payable at a bank or other particular place, without the words, "there and not elsewhere," may be presented for payment at the particular place or to the acceptor or maker, cannot be continued; the bill or note, in such a case, must be presented for payment at the bank or other particular place; otherwise the drawer and endorser will be discharged. Where authorized by agreement or usage, a presentment for acceptance or payment through the post-office is sufficient. An acceptance for honor cannot be offered after protest for non-payment, but only after protest for non-acceptance or for better security, and before maturity of the bill. The acceptor for honor must receive notice of the protest for non-payment. The protest for better security is a novelty. An acceptor for honor or under protest is no longer bound to give notice of his acceptance. A drawer or endorser, receiving notice of a qualified acceptance, must express his dissent to the holder within a reasonable time, if he does not wish to be deemed to assent to the same. In the future a person signing a bill otherwise than as a drawer or acceptor, for instance, as a guarantor or *donneur d aval*, shall be treated as an endorser, and as such entitled to protest; formerly a *donneur d'aval* was liable in the same manner and to the same extent as the person on whose behalf he became a guarantor, and was not entitled to any protest apart from the latter. Heretofore a bill payable on demand could be protested at any time before the statute of limitations was required, but under the Act it must be protested within a reasonable time. Under the new Act, a bill signed under the seal of a corporation is negotiable, and a bill payable according to the current rate of exchange of a certain place, to be ascertained as directed by the bill, is a bill of exchange; the law seems to have been otherwise, at least in some of the provinces. If a bill be payable at a particular place it must be presented for payment at that place, else the holder may have to pay the costs of suit taken against the acceptor or maker; if, for instance, the latter show that provision for the payment of the bill has been made at that particular place. It is no longer necessary for a notary to write on a dishonored bill the words "protested or noted for non-acceptance or non-payment," as the case may be. Under the Code, service of the notice of protest, whether for non-acceptance or for non payment, could be made at any time within three days after the last day of grace, but under the Act it must be given no later than the next following business day, as is practised in Ontario under the present law. A notice of protest had to be mailed "in the nearest post-office," but now it will be sufficient to deposit the same "in any post-office." Until now, presentment for payment had to be made on the afternoon of the last day of grace, but under the Act it can be made at any reasonable or suitable hour of the last day of grace, whether in the forenoon or the afternoon. The protest or noting for non-payment must be made after three o'clock in the afternoon of the last day of grace. Noting is to be a preliminary step to protest, instead of being a distinct formality or deed. Under the Code, when a bill contains the words "value received," value is presumed to have been received on the bill; but under the Act, whether the words "value received" appear on the face of the bill or not, that presumption exists. Under the Code, the endorsee of an overdue bill takes it subject to all objections and equities to which it was liable while in the hands of the endorser, whether they attach to the bill or some collateral matter; but under the English law prevailing in Ontario and under the Act, such endorsee will not be affected by such collateral matter like a set-off. The damages of two or four per cent. allowed by the Civil Code and also by provincial statutes upon bills returned under protest from Europe or the West Indies, or any British province of North America, or the United States, have not been re-enacted by the Act.

THE ESTIMATION OF THE VALUE OF TIMBER LANDS.

[By Elward Jack]

There are few matters more easy of determination than the value of timber lands, provided only the proper means be taken to secure such local information, the possession of which is absolutely necessary to the solution of the question. While in the case of metalliferous veins, all is uncertain, in the matter of standing trees all is certain. You see them standing around you more or less thickly. You notice their size and soundness, and can readily calculate the cost of hauling logs to the nearest mill, railway or stream, so that any mistakes in timber land investments which may occur must arise either through the ignorance of the explorer or be the result of fraud and misrepresentation. This is more generally the case. There are, of course, local differences in the structure or character of the wood, according to difference in the soil and climate on and in which the trees have grown. Such, for instance, as that of Hickory, which is found of very much better quality in some districts than in others, and what is true of this wood is equally true of many others.

The very first thing, in fact, which the explorer should study when examining a tract of timber land is the character of the various woods growing upon it. The size and number of trees are evident to the eye. Not so with the quality of their wood, which requires time and the gathered evidence of others to decide upon. In ascertaining the value of timber lands, the facts to be gathered from the most intelligent of the inhabitants living in their vicinity form a most important factor. The explorer sees these timber lands usually at one season of the year only, and this, perhaps, the most favorable time. The labor market too, must be learned on the spot, and its local fluctuations studied. Then again, the explorer should ascertain what prices were paid for the last tracts of land of the same quality with that which he was about investigating, which had been disposed of in proximity to the point where his explorations were being made.

If also there had been any attempts made by parties interested in adjoining lands to create a "boom," he should take care to see that his judgment was not excited by this cause. Many men are so much the creatures of excitement that they are easily affected by the actions or statements of others. It is therefore a matter of prime necessity that the explorer should base his calculations on known facts, and not in general, on the assumption of "what was sure to be" of others.

A very important question for the explorer to ascertain when in the neighborhood of the country which he is sent to explore, by parties desirous of purchasing, is this, "cannot as good lands be got there at a less price?" In the writer's own experience in the matter of timber land investigation he has found in the majority of cases that, as good lands could be bought in the same locality and as favorably situated as those which he had been employed to examine, and at a much less price.

Oak timber loses about one fifth of its weight in seasoning, and about one-third of its weight in becoming dry. Gradual drying and seasoning are considered the most favorable to the durability and strength of timber. Kiln drying is particularly serviceable for boards and pieces of small dimensions, and unless performed slowly is apt to cause cracks and impair the strength ot the wood. If timber of large dimensions be immersed in water for some weeks, it is improved, and is less liable to warp and crack in seasoning.

A popular soprano is said to have a voice of fine timber, a willowy figure, cherry lips, chestnut hair and hazel eyes. She must have been raised in a lumber region.

WANTED AND FOR SALE.

Advertisements will be inserted in this department at the rate of 15 cents per line each insertion. When four or more consecutive insertions are ordered a discount of 25 per cent. will be allowed. This notice shows the width of the line, and is set in nonpareil type. Advertisements must be received not later than the 27th of each month to insure insertion in the following issue.

HARDWOOD lumber, bought, sold or received on consignment. TUCKER DAVID, lumber commission merchant, 313 Eleventh Ave., N.Y.

WANTED—1 to 4 inch Birch, Ash and Oak, firsts and seconds. Quote lowest Cash price. WALTER D. STARR, 14th Street & 10 Ave., New York city.

WANTED—Elm 1¼ and 1½ inch; White and Black Ash, 1, 1¼, 1½ and 2 inch; Red, White and Burr Oak, 1 to 4 inch; Cottonwood, 1 inch; Chestnut, 1 and 1¼ inch; Balusters and Square Oak, Ash, Birch, Cherry and Walnut. Give full particulars regarding grade, thickness, how long on stick, and price delivered in New York City. C. G. HORTON, 34 West 14th Street, New York City.

FOR SALE—Timber Fortunes—I am sacrificing some estates—tracts 160 to 5,000 acres—perfect titles; oaks, gum, ash, cypress, for $1 per acre. Great chance for speculators and traders. Sold over 66,000 acres of these small groups within past four weeks. Lands are in Louisiana and above the overflow. Don't lose this opportunity. No options nor plats given out on these groups. W. H. HOWCOTT, New Orleans, La.

LUMBER FOR SALE.

60000 feet, 1¼ inch and thicker, clear dry lumber for sale. For particulars apply to

CHAS. QUERENGESSER, Brodhagen, Ont.

SHINGLE MILL FOREMAN REQUIRED.

Must be experienced, strictly temperate, and with a good record. Capacity of mill about 100,000 per day. Address, giving references, expected remuneration,

THE RATHBUN CO.,
Deseronto, Ont.

FOR SALE.

PLANING FACTORY, only 2 years built, with one hundred and fifty Horse Power Engine and Boilers and Modern Machines, with railway siding and street car at door. Terms easy.

WILLIAM LEAK & CO.,

Lumber, Coal and Wood,

Dundas Street, Toronto.

MAGNIFICENT WATER POWER FOR SALE.

EIGHTEEN acres of land, with one of the finest permanent water powers in Canada and equal to over 1000 H. P., on C. P. R. trunk line, 23 miles west of North Bay. For a Pulp Mill no better site. Spruce can be delivered for $1.50 per cord in any quantity. Water carriage via Lake Nipissing. For price, plans and terms apply to

A. T. ANDERSON & CO.,
Contractors, &c.,
75 Adelaide St. East,
Toronto.

CASH FOR HARDWOOD LUMBER.

We purchase all kinds of Hardwood Lumber and will pay you SPOT CASH for same F. O. B. cars. Send us full particulars.

W. N. McEACHERN & CO.,
Toronto, Ont.

RAILS AND CARS FOR SALE.

Light Steel Rails for Tramways; good order. Cars for lumber, cheap.

JOHN J. GARTSHORE,
49 Front St. West,
Toronto.

FOR SALE CHEAP SAW AND STAVE MILL.

In county of Essex—46 acres fine farming lands, good farm buildings—plenty of timber near; only 2½ miles from two different railways—terms easy—splendid bargain—must be sold. JAMES S. [illegible] P. O., Essex, Ont.

VALUABLE PROPERTIES

OF THE

Scottish Carolina Timber and Land Co.,

will be sold by Public Auction,

TUESDAY, OCTOBER 7th, 1890,

at the Court House Door, between the hours of 10 and 4, at

KNOXVILLE, TENN.

The properties offered for sale comprise a most substantially built **Saw Mill**, of 75,000 feet capacity, and extensive **Plant** for the manufacture of Lumber. A **Storage Boom** and **Lands** on the French Broad River, with space to hold one year's supply of Logs. Several million feet of **Saw Logs** in the streams. **River Driving** Appliances. Valuable **Timber** and **Mineral Lands** in East Tennessee and Western North Carolina. **Real Estate** at Knoxville, having 3,000 feet frontage on the Tennessee River, adjacent to two Railroads, and suitable for Manufacturing Sites. A fine **River-Bottom** Farm of 275 acres, one of the best in East Tennessee. Also, good **Mountain Farms** and Lands in Tennessee and North Carolina, especially adapted for Stock raising and the cultivation of Tobacco. **Miscellaneous Stores**, &c.

The Saw-mill, Boom, Logs, &c., and property held under a Deed of Trust, will be exposed in parcels and as a whole to the highest bidder for cash, and in bar of redemption; or on such terms as may be announced at the sale, and absolutely without reserve, unless sold by private contract previously.

For further particulars, address,

WILLIAM PAGE,

SCOTTISH CAROLINA T. & L. Co.,
Knoxville, Tenn.

N. B.—There will be Reduced Rates over all Railroads from any point in the United States, to Knoxville, with liberal arrangements as to limit of Tickets, owing to the Veterans' Reunion, commencing on Tuesday, October 7th, the day of sale.

TIMBER LIMIT,

Saw Mills, Water Powers, Farms, Wild Lands, &c.

—BY—

PUBLIC AUCTION.

The Executors Estate R. C. Smith will offer for sale by Auction, at The Mart, King street east, Toronto, Canada, on

Wednesday, 17th September,

at 1 o'clock p. m., their remaining timber limit, being Berth No. 69, North Shore, Lake Huron, estimated to produce from 20 to 25 million feet b. m., White Pine, besides Red Pine, Cedar and other fine Timbers; the Saw Mills, Water Power and other valuable property at Fenelon Falls; Water Power at Peterboro', Grand or Hooey's Island, in Balsam Lake, containing 1,145 acres, with new Steam Saw Mill, Frame Dwelling, etc. Farm at Fenelon Falls, and Wild Lands in Verulam, Bexley, Snowdon, Lutterworth and Somerville. For particulars and terms apply to Executors Estate R. C. Smith, Port Hope, Canada; G. H. G. McVity, Executor, 288 Huron street, Toronto, or to OLIVER, COATE & Co., The Mart, Auctioneers, 75 King street east, Toronto.

IMPORTANT SALE

OF

TIMBER LIMITS.

The estate of the late David Moore will offer for sale at Public Auction at the Russel House, in the City of Ottawa, on

TUESDAY, 28th OCTOBER, 1890

at three o'clock in the afternoon the following valuable timber limits:

PARCEL No. 1.—400 square miles on Kippewa river, in the province of Quebec, and being berths Nos. 57, 56, 47, 46, 65, 64, 62, 63.

PARCEL No. 2—Berths No. 3 on the north shore of Lake Huron in Ontario, license No. 103 of 1889-90. Area, 36 square miles.

PARCEL No. 3—Berth No. 1, township of Springer in Ontario, license No. 104 for 1889-90. Area 34 square miles

PARCEL No. 4.—Berth No. 15 on the north shore of Lake Huron, in Ontario, license 105 of 1889, Area, 36 square miles.

The purchaser will be bound to take the supplies on each limit according to schedule and valuation. For terms and conditions of sale apply to E. D. Moore, Esq., Hull, and to the undersigned.

CHRISTIE & CHRISTIE,
J. R. FLEMING, Solicitors,
Advocate, 110 Wellington st., Ottawa.
353 Sparks st., Ottawa.
5th February, 1890.

Auction Sale of Timber Berths.

DEPARTMENT OF CROWN LANDS.

(WOODS AND FORESTS BRANCH.)

Toronto, 2nd July, 1890.

NOTICE is hereby given, that under Order in Council certain Timber Berths in the Rainy River and Thunder Bay Districts, and a Berth composed of part of the Township of Aweres, in the District of Algoma, will be offered for sale by Public Auction, on Wednesday, the First day of October next, at one o'clock in the afternoon, at the Department of Crown Lands, Toronto.

ARTHUR S. HARDY,
Commissioner.

NOTE.—Particulars as to localities and description of limits, area, etc., and terms and conditions of sale will be furnished on application, personally, or by letter, to the Department of Crown Lands, or to Wm. Margach, Crown Timber Agent, Rat Portage for Rainy River Berths, or Hugh Munroe, Crown Timber Agent, Port Arthur, for Thunder Bay Berths.

No unauthorized Advertisement of the above will be paid for.

500 Carloads

Prime White Oak Small Boards.

1, 1 1/16, 1⅛ and 1¼ inch thick; 3½ to 5 inch wide, 2 feet and up long, wanted for cash at the mills.

Further all kinds of HARDWOOD LUMBER AND LOGS.

Address

CARL GARTNER,

HAMBURG, GERMANY.

MACHINERY FOR SALE

LIST of miscellaneous machines, etc., for sale by H. W. PETRIE, Brantford and Toronto.

ONE corn and [illegible]
FINE grain or feed [illegible]
ONE Craig wheat [illegible]
ONE mill stone dresser.
ONE corn huser.
TWO corn [illegible]
TWO paint mill.
ONE tile machine
ONE clay crusher.
ONE copper-jacketed kettle.
TWO copper dye kettles.
TWO set cracer or biscuit machines, with d[illegible]
ONE sugar or sorgum mill.
ONE union leather splitter.
ONE steam rock drill.
ONE foot press for canner's use, with dies.
ONE fruit evaporator.
ONE Caligraph typewriter.
ONE clover thrasher and huller.
ONE ditching machine.
ONE Wiard sulky plow.
ONE hosiery or bobbin winder.
ONE set scouring rolls
ONE Chase flock cutter.
ONE lot press plates.
TWO meat choppers.
ONE large clothes mangle.
ONE shooting gallery tube.
ONE small bone mill.
ONE run 42 inch buhr stones.
10 water wheels, different sixes and makes.
ONE lot spur and bevel gears.
ONE lot shafting, hangers and pulleys.
ONE lot balance wheels.
ONE set cheese box machinery.
ONE lot Cook's patent levels.
TWO steam fire engines.
FIVE hand fire engines.
TWO hose carts.
EIGHT steam pumps.
ONE No. 10 centrifugal pump.
THREE hydraulic rams.
ONE champion spark arrester.
ONE lot lifting jacks.
ONE lot new portable forges

I also have Engines, Boilers of all sizes, Iron and Wood-Wood Machinery. Send for descriptive list. H. W. PETRIE, Brantford and Toronto.

SAW MILLS

ON THE "SOO."

The large forests of Pine, Hemlock and hard wood on the line of the Minneapolis, St. Paul and Sault St. Marie Railway (**"SOO LINE"**) offer excellent opportunities for enterprising Saw Mill Men to locate in Wisconsin and the Upper Peninsula of Michigan.

Information furnished, as far as possible, relative to mill sites, groups of timber, price of stumpage, etc. **MILL MACHINERY TRANSPORTED FREE OF CHARGE.**

Low Rates,
Good Facilities,
Prompt Service,

W. W. RICH,
'Soo' Railway, Minneapolis, Minn.

RUBBER BELTING

MONARCH, RED STRIP AND LION BRANDS.

MANUFACTURED BY

THE GUTTA PERCHA & RUBBER MANUFACTURING CO. OF TORONTO.

OFFICE, 43 YONGE ST TORONTO. FACTORIES AT PARKDALE, ONT.

WRITE FOR DISCOUNTS.

THE RAINY RIVER TIMBER DIFFICULTY.

Rat Portage News

For the past few days a number of American loggers have been in town, and it appears they are endeavoring to close arrangements with our local lumbermen to take out American logs for the various mills here during the coming winter. Last year it will be remembered that our mill men had considerable difficulty in getting permits until late in the season, and which delay put them to a great expense in getting out the logs. This was due to their not being able to make the necessary improvements last fall, and which necessitated it being done in the spring, and as a result the mills have been idle half of this season. In fact last winter's cut is only now coming in, and the mills have been shut down a greater portion of this summer. This has resulted in a very great loss to the town.

The Government has now a sale of timber berths advertised to take place in Toronto on October 1st, and should the lumbermen here have to wait until this date before knowing what limits they will have to work, or whether they can purchase or not, it simply means a repetition next summer of this year's experience, or the other alternative of their making contracts with the American loggers, which means a loss of $100,000 to $125,000 to our town, which would all be spent in the States instead of here as before, besides leaving some 800 men idle. The supplies required for camps also amounts to about $100,000, a large portion of which is purchased in Rat Portage, and this also would be lost to the district.

This is a very serious condition of affairs for Rat Portage and this end of the district, and the Government should at once take some steps to put these limits in a shape, so that the lumbermen will not be so seriously inconvenienced as they were last year. All the improvements needed to bring out their logs next spring requires to be done this fall, so that advantage can be taken of the high water when the snow goes off, and if no permits are issued, or arrangements made for the lumbermen here this year, they will be placed in the same position as this summer, causing a serious loss to themselves, and more particularly to our town, unless they close arrangements with the American loggers for their supply, which might answer their purpose, but would result disastrosly for the public.

We understand that the lumbermen intend petitioning the Government to grant permits in order that they may get to work at once, and we trust that in the interests of the town the prayer of their petition will be granted immediately, as the Government have already realized a good price under the permit system for their timber.

A representative of THE LUMBERMAN on seeing the above called upon the Hon. A. S. Hardy, Commissioner of Crown Lands, and found that gentlemen with the petition above referred to before him. "I have just returned to the city," said the Commissioner, "and while I have seen considerable in the papers regarding the difficulty complained of by the lumbermen in the Rainy River district, I have not as yet had time to examine into the matter." "Do you think that any concession will be made to the lumbermen by the Government?" was asked. "That I cannot say at present, but if after looking into the matter we find any change in our present plans desirable it will certainly be made. I have invariably considered the interests of the lumber trade in all matters affecting limits, and will endeavor to act in justice to them in the present instance. Beyond this I can say nothing at present." The permit system has been in force during the past two years, and the Government does not wish to longer continue it. This is the first sale that has been announced to take place in the Rainy River country, notice of which was given during the last session of parliament. The Commissioner assured our representative that the Government would much prefer to hold these limits for some time to come, but as the lumbermen seemed anxious to buy they were accordingly being put up. It is to be hoped that some amicable arrangement will be carried out whereby the lumbermen will be able to conduct their operarions without being forced to buy American logs for next season's cut. Doubtless before another week transpires a solution of the difficulty will be arrived at.

FIRE RECORD.

On the morning of August 15th the large planing mill and lumber yard owned by Messrs. Scott & Cross and located at 34 Hayter street, Toronto, were totally destroyed by fire, together with all the machinery, tools and material in process of manufacture. The damage in the mill and yard will amount to about $10,000, and is insured in the City of London Co. for $1,800. The factory was one of the largest in the city, was of modern structure and, as usual, contained material of a highly inflammable character. A number of dwelling houses adjoining were also demolished.

A fire in the lumber yards of Killaby & Kennedy, at Lindsay, Ont., on Aug. 17th, occasioned a loss of about $1,200, fully covered by insurance.

WANTED.

ACTIVE or silent partner for well established Wholesale Lumber business; half interest; any good salary to right man. Correspondence strictly confidential. Address A. B. C., Care of CANADA LUMBERMAN.

NORTH SHORE NAVIGATION CO.

EXCURSIONS.

THREE DAYS, Meals and Berth included. } $6.00.

ROUND TRIP TICKETS FROM TORONTO AND HAMILTON, $10. B. CUMBERLAND, Toronto; C. E. MORGAN, Hamilton, and all G. T. R. Ticket Agents.

THE NEW PALACE STEAMER

CITY OF MIDLAND

Is intended to leave **Collingwood** every Monday and Thursday at 8.30 a.m., and **Midland** at 2 p.m., on arrival of G. T. R. morning train from **Toronto, Hamilton, Peterboro', Port Hope,** and all points on Northern and North-western and Midland Divisions of G. T. R., for **Parry Sound, Byng Inlet** and **French River.**

Returning will reach **Midland** at 2 p.m. Wednesday and Saturday, connecting with trains for **Toronto, Hamilton, Peterboro', Port Hope, Barrie,** and all points **East and South,** on Northern and North-western, G. T. R., and at **Collingwood** with trains **North.**

For freight and passenger rates apply to all G. T. R. Agents and on board steamer.

C. E. STEPHENS, Sec.-Treas., Collingwood.
W. J. SHEPPARD, General Manager, Waubaushene.

THE

GEO. BISHOP ENGRAVING AND PRINTING CO.

LIMITED.

ENGRAVING

On Steel, Copper, Stone and Wood.
LITHOGRAPHING,
PLATE PRINTING,
BOOK and JOB PRINTING
PHOTO-ENGRAVING,
BOOK-BINDING,
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Illustrated Catalogues and Reports a Specialty.

ESTIMATES FURNISHED.

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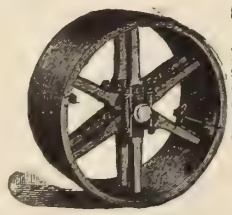

Menasha Hickory Pulleys

We make the only hardwood bent rim spoke arm split pulley, only small split pulley, only wooden hangers in the market. Send for discounts & circulars.

Menasha Wood Split Pulley Co.

MENASHA, WISCONSIN.

J. J. TURNER,

Sail, Tent and Awning Maker,

251 GEORGE AND 154 KING STREETS,
PETERBOROUGH.

Canoe, Yacht and Boat Sails made to order. Perfect Fits guaranteed.

Every description of Lumbermen's Supplies and Waterproof Clothing.

T. SHORTISS,

DEALER IN

PINE & MINERAL LANDS

9 Toronto Street,

TORONTO, - - - ONT.

CORRESPONDENCE SOLICITED.

PETER GERLACH & COMPANY,

MANUFACTURERS OF

Alligator Chisel-Bit Saws.

THE CHAMPION STAVE, HEADING AND SHINGLE MACHINES,
ICE TOOLS AND MILL SUPPLIES.

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Galt File Works,

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MILL FILES A SPECIALTY.

Write for Price Lists and Mention this Journal.

SCRIBNER'S LUMBER AND LOG BOOK

Over One Million Sold.

MOST complete book of its kind ever published. Gives measurement of all kinds of Lumber, Logs, Planks, Scantling; cubical contents of square and round Timber; hints to lumber dealers; wood measure; speed of circular saws; care of saws; cord-wood tables: felling trees; growth of trees; land measure; wages, rent, board, interest, stave and heading bolts, etc. Standard book throughout the United States and Canada. Get the new illustrated edition of 1882. Ask your book-seller for it. Sent post-paid for 35 cents.

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or A. G. MORTIMER, Toronto, Ont.

A. P. & W. E. KELLEY CO.

WHOLESALE Lumber dealers. Yards at Tonawanda and Chicago. Correspondence invited.

LAYCOCK LUMBER CO.

MANUFACTURERS of Pine, Hemlock and Oak Timber up to 85 feet in length. Saw Mills: Ackley, Pa, Black Rock, N. Y., Gravenhurst, Ont. Office, corner Main and Seneca Sts, Buffalo, N. Y.

WILLARD W. BROWN.

202 Main Street, Buffalo, handles all kinds of Hard Woods.

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WHOLESALE dealer in Lumber, Shingles, Lath and Fence Posts. Correspondence invited from the Canadian trade. No 92 River Street, Buffalo, N. Y.

WHITE, RIDER & FROST.

WHOLESALE dealers in Michigan, Wisconsin and Canada Pine and other woods. Principal office, Tonawanda, N. Y.; branch office, New York City.

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RECEIVERS and Forwarders of Lumber, Lath, Shingles, &c. Unexcelled facilities for shipping by canal or rail. Tonawanda, N. Y.

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MANUFACTURERS of and Wholesale dealers in all kinds of Lumber, Lath and Shingles. Tonawanda, N. Y.

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WHOLESALE dealers in Lumber and Timber. Office, Michigan and Canal Streets, Buffalo, N. Y.

CHEESMAN DODGE

TIMBER and Lumber Merchants. Ship and Boat stock, Railroad Ties, &c. Office, 16 West Seneca Street, Buffalo.

Buffalo Hardwood Lumber Co.

OFFICE and yard, 175 Louisiana Street, Buffalo. Holders of Hardwood stocks are invited to correspond.

EMMET FLEMING

INSPECTOR and Commission dealer in Lumber. Office, 251 Louisiana Street, Buffalo, N. Y.

THE TONAWANDA LUMBER CO.

MILLS at East Tawas, Mich.; office 106 Main Street, opposite N. Y. C. and H. R. R. R. Station, North Tonawanda, N. Y.

J. & T. CHARLTON

WHOLESALE dealers in Masts and Spars, Canada Round Pine, &c. Tonawanda, N. Y.

L. A. KELSEY LUMBER CO., (Ltd.)

MANUFACTURERS and dealers in Hardwood Lumber of all kinds. Describe stock and write for prices. Office Tonawanda, N. Y.

BOVEE & HOWDEN

MANUFACTURERS and Wholesale dealers in Hard and Soft Wood Lumber. Holders of Canadian stocks are invited to write for quotations. Offices at Tonawanda and Le Roy, N. Y.

NO TROUBLE TO BUILD

if you start right. The first step should be an examination of Mr. Shoppell's building designs—the only large collection of designs that are artistic, practical and reliable. The estimates are guaranteed. Mr. Shoppell's publications are as follows:

				Price.
*Portfolio of $1,000	Houses,	30	designs,	$2 00
" " 1,500	"	30	"	2 00
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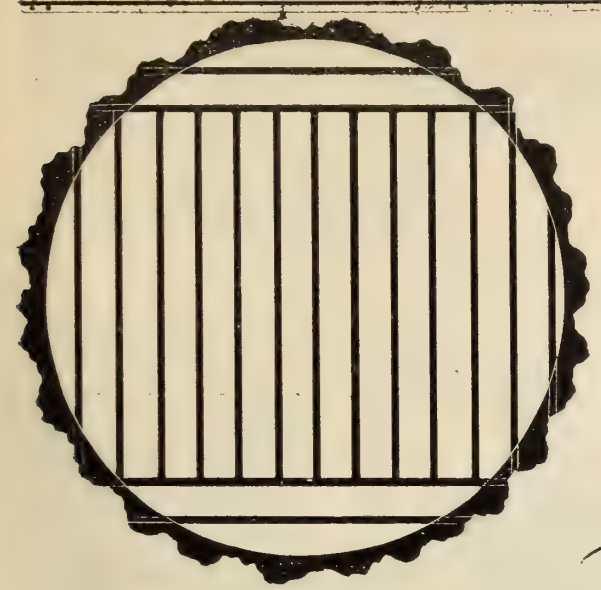
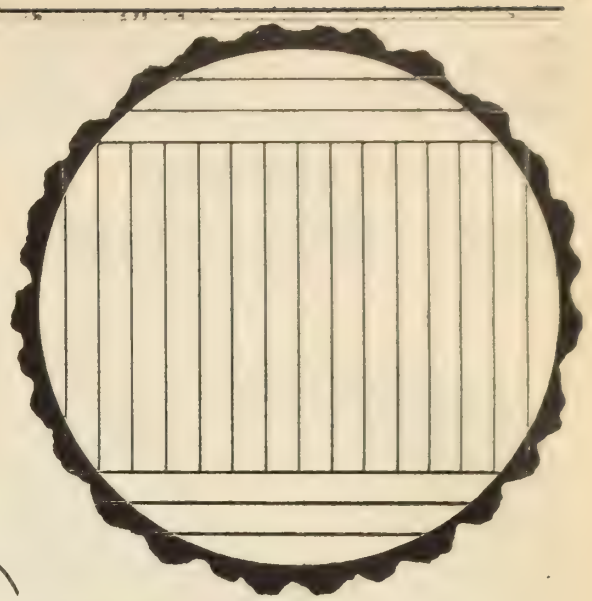
Any 3 of the above Portfolios for $5; any 7 for $10; the complete set (12) for $15. Bound volume containing over 200 designs selected from the various portfolios, price $5, returnable if not satisfactory.

Address R. W. SHOPPELL, Architect, 63 B'way, New York.



WHICH ?



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COST.

Stumpage and Dues		$2.50	
Cutting, Watering and Delivering at Mill		3.50	
Cutting and Piling		2.00	
Loading on Cars		.25	
Interest on 18,000 feet 1 year at 7%, $12.80		.40	
Wear and tear of Machinery		.35	
Three millions at		$9.00	$27,000
2,700,000 at $11.00		$29,700	
450,000 Culls at 6.00		2,700	32,400
Profit			$5,400

Season's Stumpage Three Millions

COST.

Stumpage and Dues		$2.50	
Cutting, Watering and Delivering at Mill,		3.50	
Cutting and Piling,		2.00	
Loading on Cars		.25	
Interest and Expenses,		.75	
Three Millions at		$9.00	$27,000
3,240,000 at $11.00		$35,640	
540,000 at 6.00		3,240	38,880
			$11,880
Interest on Extra Cost of Mill, $1,000			60
Profit,			$11,820

SORRY to say we are too busy to exhibit our BAND SAW MILL this year as intended. Unexpected orders from Chili, Venzuela and Hungary, in addition to our regular trade, push us at present to the utmost of our capacity.

Parties interested in the Band Saw Mill question can see one of the mills that we are building for a customer in Hungary in operation at our works during the last of the first, and early part of the second week of the Industrial Exhibition.

We invite customers to run up to Brantford, inspect our works, and examine Boilers, Engines and Saw Mill Machinery in course of construction.

WE WILL EXHIBIT AT TORONTO FAIR OUR

New Patent Steam Fire Engine, Ariel Hook and Ladder Truck,

Ordinary Hook and Ladder Truck, Hose Cart

AND GENERAL ASSORTMENT OF

Fire-Department Supplies, Plain and Traction Farm Engines, Shingle and Chopping Mills

and the NEW FRICTION GRIP PULLEYS

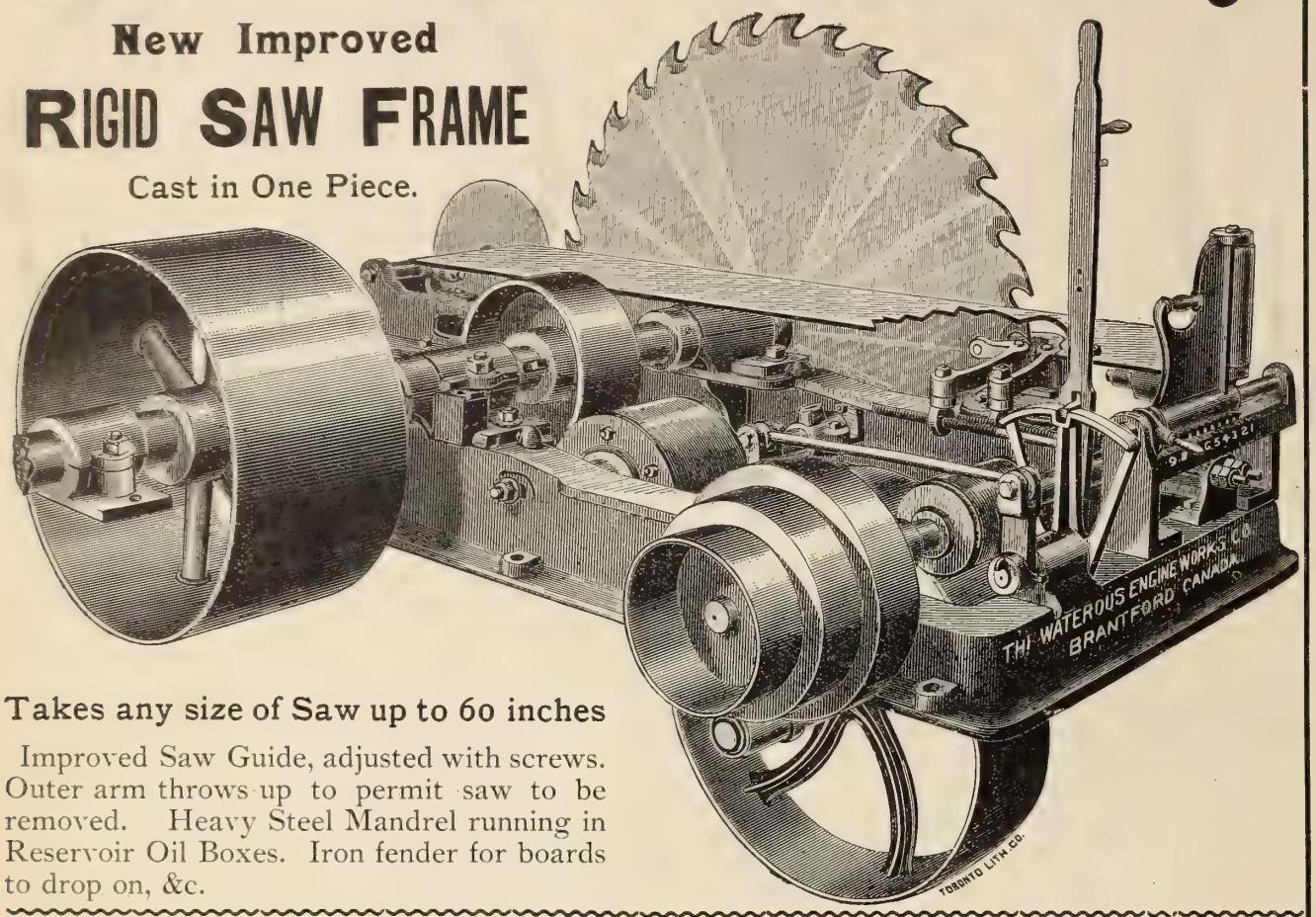
Waterous Engine Works Co., Brantford, Canada

Saw * Mill * Machinery.

New Improved

RIGID SAW FRAME

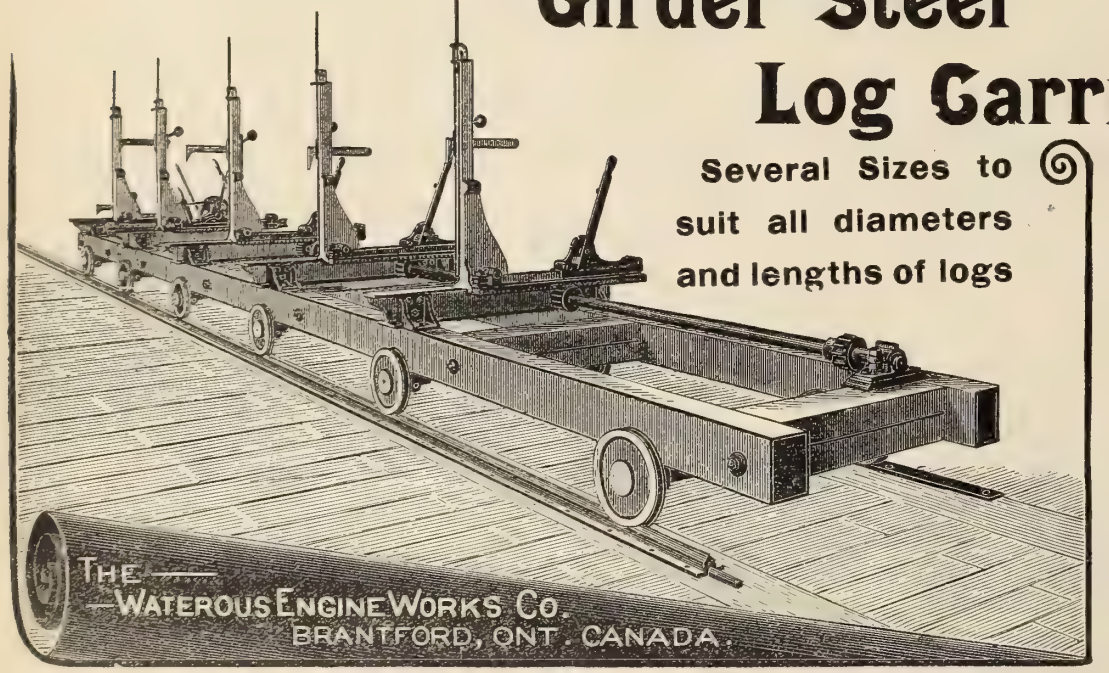
Cast in One Piece.



Takes any size of Saw up to 60 inches

Improved Saw Guide, adjusted with screws. Outer arm throws up to permit saw to be removed. Heavy Steel Mandrel running in Reservoir Oil Boxes. Iron fender for boards to drop on, &c.

Girder Steel Log Carriages



Several Sizes to suit all diameters and lengths of logs

Cable or Rack Feed by Steam or Friction.

This cut represents our Single Girder Single Truck Carriage. Light but Strong.

Toronto Exhibition.

We regret to say that we shall be unable to exhibit this year our usual display of Saw Mill Machinery. It was our intention to exhibit our Band Mill again, improved over last year, but an order from Hungary, which has to be filled promptly, takes the only one we have near completion. Being very busy in our Engine, Boiler and Saw Mill departments, we have not the time, nor can we spare the workmen to make a large exhibit.

We shall be much pleased to see any intending purchasers at our works, which are only a short distance from Toronto.

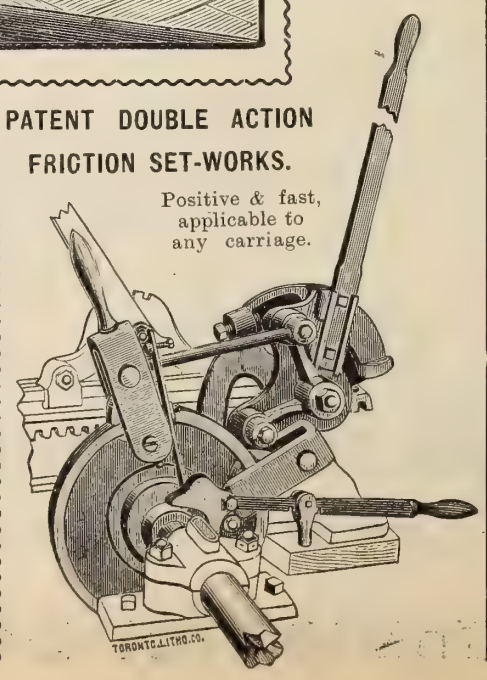
—THE—

Waterous Engine Works Co.,

Brantford, Canada.

PATENT DOUBLE ACTION FRICTION SET-WORKS.

Positive & fast, applicable to any carriage.



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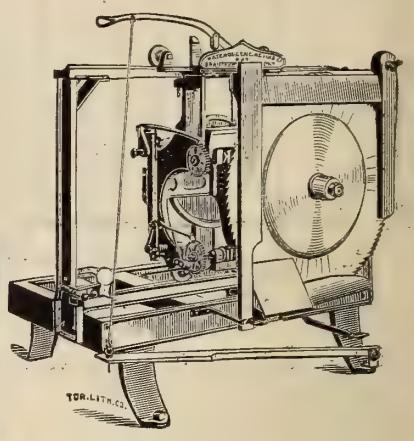

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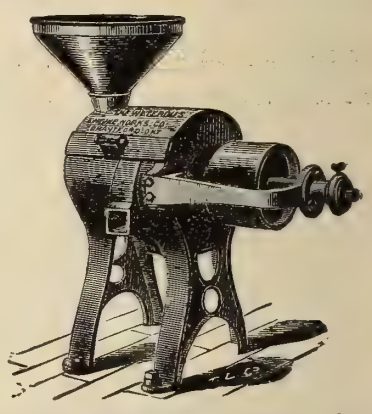

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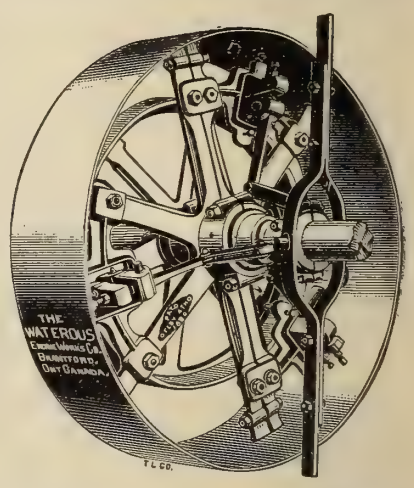

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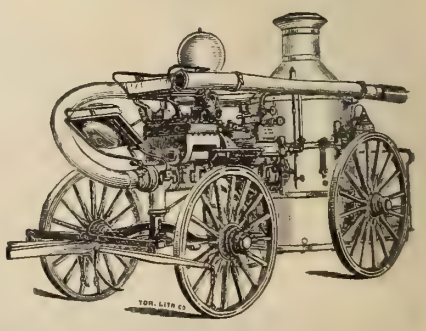

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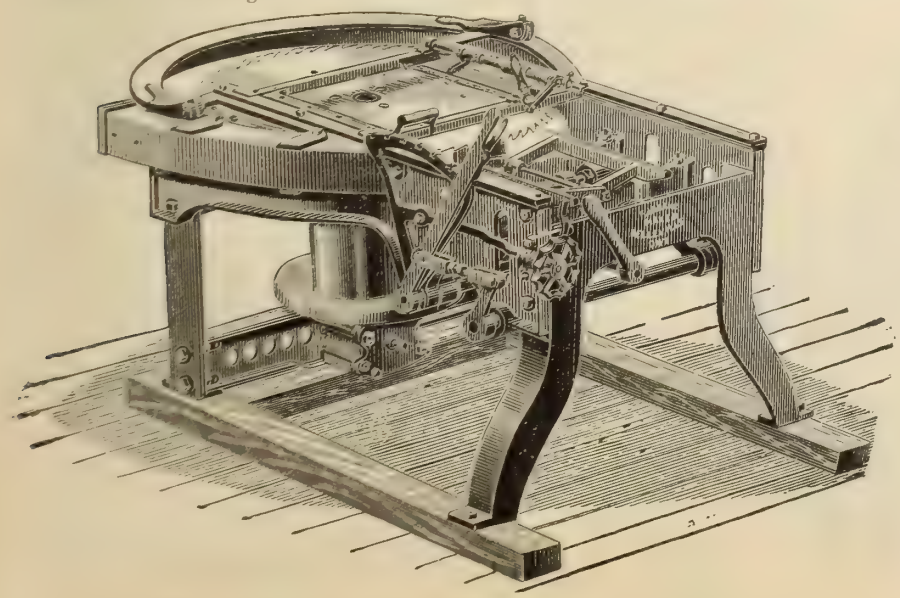

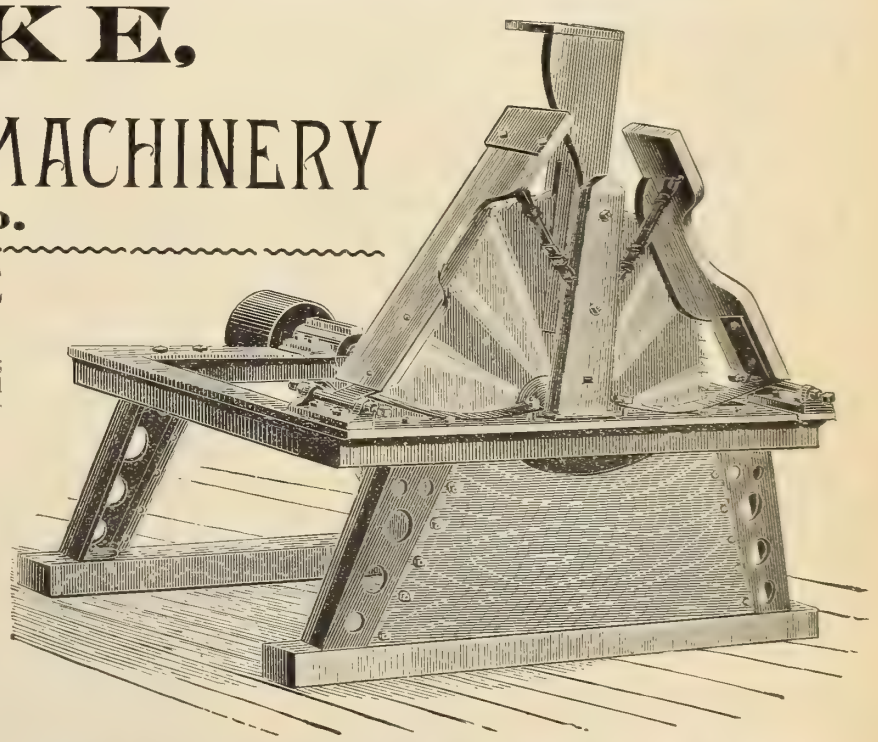

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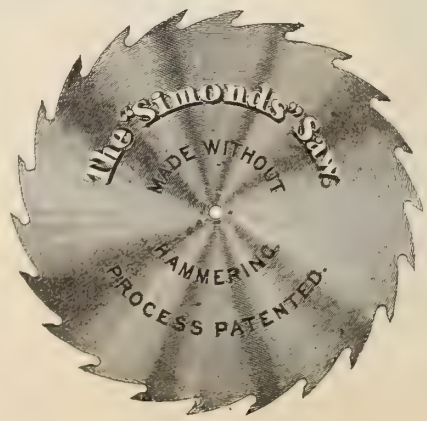
Fully Equal to any on the Continent.



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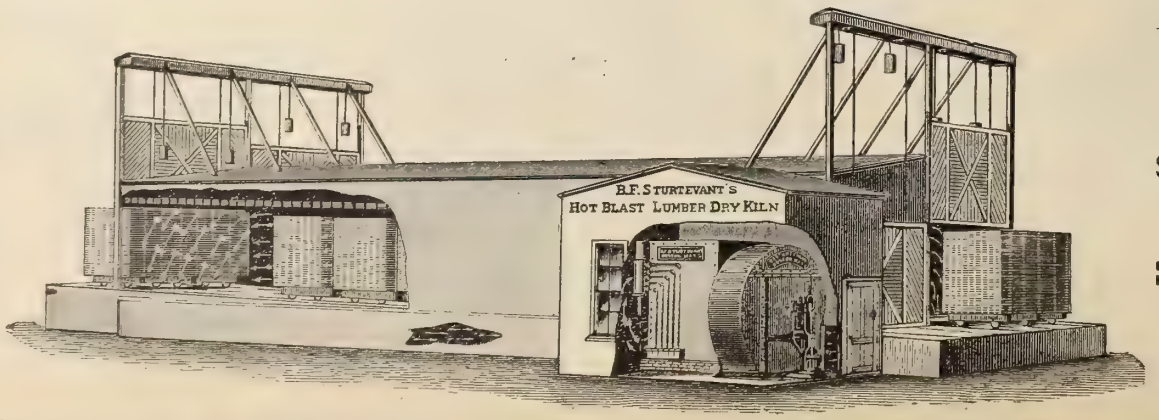

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THE CANADA LUMBERMAN.

VOLUME XI. NUMBER 10. } TORONTO, ONT., OCTOBER, 1890. { TERMS, $1.00 PER YEAR. SINGLE COPIES, 10 CENTS.

THE CANADA LUMBERMAN

PUBLISHED MONTHLY BY

ARTHUR G. MORTIMER,

OFFICE:

RICHMOND CHAMBERS, 11 AND 13 RICHMOND STREET W.

TORONTO, ONTARIO.

TERMS OF SUBSCRIPTON:

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One Copy six months, in Advance, - - - - - 50

Advertising Rates Furnished on Application.

THE CANADA LUMBERMAN is published in the interest of the lumber trade and of allied industries throughout the Dominion being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion of them by others.

Especial pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world so as to afford to the trade in Canada information upon which it can rely in its operations.

Special correspondents in localities of importance present accurate report not only of prices and the condition of the market but, also of other matters specially interesting to our readers. But correspondence is not only welcome but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way effecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the truth. Any items of interest are particularly requested for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN with its special class of readers is not only an exceptionally good medium for securing publicity but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements which will be inserted in a conspicious position at the uniform price of 15 cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for three successive issues or longer.

Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade or specially interested in it, who should not be on our list thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

TO VISITING LUMBERMEN.

LUMBERMEN visiting Toronto are invited to use the office of the LUMBERMAN as their own. We shall take pleasure in supplying them with every convenience for receiving and answering their correspondence, and hold ourselves at their service in any other way that they may desire.

THERE recently arrived at Montreal from British Columbia, via the C. P. R., three huge sticks of timber, which created a great deal of admiration, being the finest specimens of timber ever shipped from the Pacific Province to that city. The sticks are of Douglas fir, measuring three feet square and are sixty feet long, being knotless and together weigh about 20,000 lbs. The trees from which they came averaged from five and a-half to six feet in diameter. They were purchased by the Harbor Board for dredging purposes.

"I NEVER saw the lumber trade so bad before either during winter or summer," remarked a Toronto dealer the other day. "The whole bottom seems to have fallen out of the business. Last week one of our representatives took a trip west but only succeeded in disposing of one car, and that at a figure which makes the transaction next to unprofitable. In fact there is no demand, and it is almost impossible to effect a sale at any price. To the strike last spring is generally attributed the falling off in the local trade; as to the causes which have influenced that outside I am at sea. We are looking for an improvement after the exhibition, but are not anticipating great things."

THE run of square timber down the Ottawa is over for this season. The last raft passed Quyon on Sept. 17th. Mr. E. B. Greene, secretary of the Upper Ottawa Improvement Company, states that the run of square timber this year has been in excess of the past three or four years, although it is known that many of the lumbermen are booming at Quebec rather than sell in the present depressed state of the market. The cut of logs this year will be lighter than usual and there will be less felled in the woods during the coming winter than for several seasons past. Wages average $8 less per month than last year.

THE balance sheet of Messrs. Bryant, Powis & Bryant, Limited, London, for the year ending last March makes a very unfavorable showing. The loss on the year's transactions is set down at £42,249. It was understood that the firm had lost heavily in Canada. The Canadian loss is divided into two items, £15,363 being the amount of bad debts made in connection with Davies & Murphy, of Quebec, and £13,000 the estimated deficiency on securities in Canada. The third and last item of loss is on the depreciation of stock since March 31st, 1889, which is estimated at £7,000, or about 6½ per cent. on the entire stock.

HUNDREDS of carloads of telegraph poles are shipped yearly from different points in Ontario, principally from Dundalk, Romney, Buckhorn and Kingsville, to Buffalo, Pittsburg, Syracuse, Cleveland, and many other points in the United States, and the tie trade of Romney, Buckhorn and Kingsville keeps many Canadian vessels constantly employed. Should the McKinley Bill, as amended by the Senate, become a law, it will entail great financial loss upon those who are engaged in shipping this class of products, many contractors having entered into engagements for the year at a stated price, the imposition of a 25 per cent. duty on posts, ties and telegraph poles will seriously affect them.

IN CANADA, says the London *Timber Trades Journal*, the position is not a whit better than at the Baltic ports, the output being far in excess of the demand, and it is reckoned by some authorities that the present depressed state of the market will extend over a couple of years. A great deal of the present evil is due to the desire abroad to hurry goods out—cutting for the American market, and accumulating goods too rapidly, with no alternative but to see them lying idle, or shipped at a sacrifice to the United Kingdom. The lumbering operations in the Dominion, anyhow, have far exceeded the demand, and, with plenty of other woods daily coming into competition, the interval above mentioned may be tided over before the recovery comes is over estimated.

A MAHOGANY tree lately cut in Honduras made three logs which were sold in Europe, says an exchange, and brought over $11,000. The mahogany tree ranges from 1 to 7 feet in diameter, is often 60 feet to the first branches, and frequently exceeds 90 feet in height. The Honduras mahogany comes to market in logs from 2 to 4 feet square and 12 to 14 feet long, planks sometimes being obtained that are 7 feet wide. The weight of a cubic foot of mahogany varies from 35 to 53 pounds. As compared with oak, which is called 100 per cent., the strength of mahogany is 67 and 96, its stiffness is from 73 to 93, and its toughness from 61 to 99 per cent. The government engineer of Honduras estimates the total value of the trees, such as are regarded fit to be cut, at $200,000,000, while the smaller trees not ready to cut are also worth a large amount.

THE alterations in the United States tariff, as passed by the Senate, in that portion of the Tariff bill which is known as Schedule D, will be found important changes. Lumber, sawn, N.E.S. is placed at $2 per M.; planed $2.50 per M.; grooved $3 per M.; planed double $3.50 per M. Boards, planks, deals, &c., of hemlock, white wood, basswood and sycamore $1 per M. White pine boards $1 per M. Timber, hewn and sawn, 10 per cent.; squared N.E.S. ½c. cubic foot. Pine clapboards $1 per M.; spruce $1.50 per M. Pickets and palings 10 per cent. *ad valorem.* Laths 15 cts. 1000 pieces. Shingles, white pine 20 cts. per M.; others 30 cts. Railway ties and telegraph poles, hitherto free, 25 per cent. Cedar posts and paving posts 25 per cent. Staves of wood all kinds 10 per cent.

LARGE investments of British capital have recently been made in the Southern states, but it seems as though the investors for some cause or other, studiously avoid the lumbering interests. At the present time, however, there is no incentive to go extensively in the business while there are so many engaged in it who are wishing that they were engaged at something else. A Baltimore paper states that $3,000,000 of English money has just been invested in iron and other factories in Virginia; nearly $5,000,000 in Florida phosphate mines and fertilizer factories, nearly $1,000,000 in cotton and rolling mills, breweries and powder works in Tennesse; over $1,000,000 in Texas coal mines, and other large amounts in Louisiana, South Carolina and Arkansas.

THE Ontario government has taken a new departure in regard to the sale of timber berths, and while it may not be very flattering to the American holders of Canadian timber limits, it may have the effect of preserving our forests for the benefit of Canadian operators and workmen. Among the conditions of the sale of timber berths in the Rainy River and Thunder Bay districts, to be held on October first, is a highly important one, of which the public have practically no knowledge. The conditions of the sale do not appear in the advertisement, but the one referred to reads as follows: "Timber cut from these limits to be manufactured in the province"; all of which means that all the timber cut from these limits must be manufactured in the Province of Ontario. This policy, once adopted by all the provinces, would be far more effectual in preserving our forests than any export duty upon logs we could impose.

A MICHIGAN lumberman, who recently visited the Ottawa and Georgian Bay districts, has the following to say in regard to the present condition of the lumber interests:—"I find that the American demand for timber limits is increasing and the stumpage is advancing in price. Already the talk of reciprocity is advancing the value of limits. Pieces of land which I looked over three months ago have advanced 25 per cent. in price. The cut of timber the coming winter will be curtailed considerably. The log cut will also be decreased. The docks seem to be pretty well filled with lumber which must be carried over the winter. The export trade during this season has not been brisk. The South American difficulty, it is supposed, is accountable for it to a large degree. In the South, Kentucky, Tennessee and North Carolina, where I spent May, June and July, I found a good deal of enquiry for stumpage. Operators do not seem to be making much money because they do not get enough for their lumber. There are too many small mills and stumpage is too cheap; however, I predict a bright future for the Southern lumber business."

AN English syndicate is lumbering extensively in Madagascar. Another syndicate has recently been organized in London to purchase a concession granted by the Queen of Madagascar consisting of about 1,500 square miles. The concession is for a term of ten and a half years. The land is said to be covered with a dense forest, in which there is a large percentage of ebony and rosewood. The forests contain in addition to this, however, teak nato intzy, azovola and lalona, woods suitable for house building, ship building, piling and furniture making. Azovola is said to be much like black walnut in grain and color, and to be a suitable cabinet wood.

THE Memphis Lumber Exchange is having a beautiful cottage built, constructed of the native woods of Mississippi, Arkansas, Alabama and Tennessee. It will rest on a flat car and be hauled through many northern states, to show the growth of southern enterprise in the lumber business. It will be about fifteen feet in height, with entrances at either end of the car. The gables will face on both sides of the car, and the roof will be covered with cypress shingles and the sides will be partly covered with them. On the outside of the car will stand in large letters the names of the states from which the different woods in the cottages were obtained. It will be exhibited at different points in the west and northwest.

THE LUMBERMAN congratulates Mr. E. H. Bronson, of the Bronson & Weston Lumber Co., Ottawa, on his recent elevation to the position of member of the Ontario cabinet. Mr. Bronson is probably one of the best known lumbermen in the province and has been a member of the Provincial government for several terms. As a business man his ability is too well known to require comment here and as a man of sterling worth and integrity he fills a position achieved by few. It is rumored that he will soon be given a Portfolio in the House, and we have no doubt but that he will fill any position given him with credit to himself, and to the entire satisfaction of his constituents.

MAYOR MCCAFFREY, of Oswego, N. Y., is extensively engaged in importing telegraph poles from Canada, and is anything but pleased with the McKinley bill. He says :—"I import large numbers from Canada every year, and in no way compete with American lumber. At present these poles are admitted free. If the proposed duty of 25 per cent. is levied, it will make a difference of from 25 cents to $1.25 on every pole imported. We pay for poles in Canada $1 to $5 each, according to length. The best quality of cedar is obtained in Canada —yellow cedar. The cedar of Michigan is known as white cedar, and is inferior to the yellow cedar of Canada. I can't understand why this proposed duty is imposed, unless it is to give the manufacturers of iron railroad ties and iron poles a monopoly."

THE meeting of the American Forestry Congress held at Quebec in the early part of last month was an event in the great lumber interests of the country. The inaugeration address was delivered by Lieut.-Gov. Angers, who welcomed the American members to the city. In his address he referred to the forest wealth of this great continent, to the waste which has been going on for so many years, and especially in the United States, where the lands are sold outright to the lumber operator. He contrasted the Canadian method of dealing with public lands, and showed very clearly that the lease plan was by far the better of the two. Dwelling upon the enormous raids made on Canadian forests during the last few years, he referred to the fact that from 1867 to 1889, 10,430,000,000 feet of lumber, board measure, and 69,000,000 cubic feet of timber were removed from the province of Quebec, while the revenue derived from the lumber had been $9,800,000, and more than $1,000,000 last year. Hon. Mr. Joly opened the meeting of delegates to the congress. General James G. Wilson, of New York, gave information regarding the state of forestry in New York, after which he was followed by the Rev. G. F. Talbot, of Maine, and Mr. John Woods, of Boston, who dilated upon the state of forestry in their respective states. The secretary, Mr. Fisher, of Philadelphia, in giving his report of the work done by the association during the past year, said twenty-nine states and the provinces had joined the association. After reciting the number of members and financial position of the association the reports showed a general awakening of public opinion on the forestry question. The general devastation of the American forests was creating quite an excitement, and there was a general demand for proper legislation. The prospects were that before long forestry would be one of the greatest interests on the continent. A number of papers were read and addresses were delivered by a number of the delegates present, and before separating, the congress adopted resolutions recommending the sending of young men to Europe to study forestry, and also the modification of rules regulating the management of public timber lands in order to secure the re-wooding of forests. Protests were adopted against the threatened suppression of the board of forestry of California, and against the alienation of the last group of trees in Tulare county. Recommendations were also made in regard to the preservation of forests from fire. The American Forestry Association has been the means of doing much good since it first came into existence, and a very large field for usefulness liesbefore it.

THE delegation of lumbermen and pork-packers which waited on the Ontario government last month to press their demands for a more definite interpretation of recent amendments to the tariff laws relating to the duty on mess pork, was attended with very happy results to the lumbermen. The trade had all along considered that the duty of 1½ cents per lb., or $3 per barrel, was all that would be expected on pork whether mess or clear ; yet, however, several hundred barrels had been stopped in Montreal in bond, and a duty of three cents a pound, or $6 a barrel demanded because the bones had been removed from the pieces, thus making them clear pork, and there in lay the point of contention. As there are some 60,000 barrels of mess pork used in the Ottawa Valley every year, it became a serious matter to the lumbermen. After due deliberation the cabinet sustained the contention of the lumbermen, and instructions were given to the customs department to collect only the old duty of $3 a barrel in future.

AN arbitration is going on at Belleville, Ont., between the Messrs. Gilmour and the Rathbun company, before Messrs. J. M Irwin and George H. Pape, arbitrators ; arising out of a dispute as to the relative cost of driving their timber along a certain portion of the Trent river in the season of 1887. The arbitration will endeavor to arrange the dispute between the two firms as to the driving of the saw logs, cedars, railway ties, telegraph poles, etc. Both firms went into lumbering on the Trent river with the understanding that the driving was to be done jointly. The dispute is as to the amount of cost to be borne by each, as the two firms cannot agree upon the difference in driving saw logs and other lumber. The Gilmour's claim that two railway ties are equal to one standard log of 100 feet, while the other company claims that it takes four railway ties. It is also contended by the first named firm that two cedar posts equal one standard log while six is the figure mentioned by the Rathbun company. If the Gilmour contention is right the Rathbun company will it is said have to pay them a sum considerably over $10,000.

COMMENTING upon the shipment of a vessel load of fir timber from Puget Sound to England, the Winnipeg *Commercial* says, that what is true of Puget Sound may also be applied to our own province of British Columbia. The Pacific province has a great wealth of timber of the same variety and at least as fine quality as the Puget Sound country. Lumbering has made rapid progress in British Columbia during the last year or two, and the trade there is reaching out for new markets for their manufactures. British Columbia mills have every advantage which can possibly be enjoyed by Puget Sound mills so far as foreign trade is concerned, and they should be able to compete successfully for this trade. If Great Britain wants Pacific coast lumber British Columbia should be able to supply it to the best advantage, as regards price and quality, or dimension. British Columbia lumbermen have been exporting for years to Australia, South America and Asiatic ports, and some shipments have also gone forward to Great Britain. The trade in the latter direction is no doubt destined to expand. If ever the Panama canal is completed, and there is no doubt but that it will be in time, the cost of shipping Pacific coast lumber to Europe would be materially reduced and the trade would experience a great "boom." In the matter of domestic trade, British Columbia lumbermen are at a disadvantage perhaps with the Puget Sound mills, as the home market is more restricted. The local demand is limited to the requirements of a population less than 100,000, and eastward from the province the population of the prairie country is also limited. With the rapidly increasing population there will be a steadily increasing demand within the province and especially throughout the prairie region east of the mountains. The fine quality of British Columbia lumber is gradually gaining for it an increasing trade even throughout the old province of Eaetern Canada. The fine qualities of the fir and cedar for inside finish in wood are strong points in favor of the lumber, and where such a wood is desirable, a slight difference in the cost will not stand in the way. The great strength and durability of the Douglas fir, combined with the large size of the timber, render it very valuable for special classes of work. For bridge timber, spars, railway work, or for any purpose where a strong, durable piece of timber of extra large size is desired this fir is very desirable. It can be obtained in sticks up to two to two and a-half feet square and one hundred and fifty feet long. These qualities bring the timber into demand for special purposes, and the number of big sticks of timber being shipped eastward from British Columbia mills is steadily increasing.

A COMMITTEE representing the lumber section of the Toronto Board of Trade assembled on Sept 19th, in local superintendent Edmund Wragge's office, Toronto, where they met Sir Joseph Hickson, Mr. Wragge and a full representation of the mechanical department of the G. T. R. The purpose of the conference was to obtain from Mr. Joseph Hickson an explanation regarding the treatment lumbermen throughout the province had received at the hands of the G. T. R. in the matter of shortage in cars and delay in transportation for their trade. The following gentlemen were present : John I. Davidson, president of the board : H. N. Baird, vice-president ; E. A Wills, secretary ; John Donogh, acting chairman of the lumbermen's section ; R. Laidlaw, R. Thompson, John Waldie, M.P., T. H. Willmott, J. Scott, Waubaushene ; M. Brennan, Hamilton, and A. Macpherson, Longford. The representatives of the G. T. R. were : Sir Joseph Hickson, Edmand Wragge, James Stevenson, John Earls, A. White, J. W. Riddell, R. Quinn, and James Webster. The committee were agreed that they had a grievance and all were equally satisfied that they would be able to place the matter in such a light before the general manager that he would be compelled to take action and give them an immediate remedy ; but in this they were doomed to disappointment, as they failed to secure the slightest promise upon which to hang the smallest hope of immediate relief. Sir Joseph, who had just returned from a trip through the lumber regions of the north, freely admitted that there had been a shortage in cars, notwithstanding the fact, as he stated, that 2,000 cars had been built during the past twelve months, most of which had been used by the company for constructing purposes. He attributed the cause of the shortage to the large shipments of ice during the summer months, stating that over 150,000 tons had passed over his line. The increase in the carriage of forest products had been at least 100,000 tons, and considering the large number of washouts on the road last spring, he stated that it might be easily seen that he had a good excuse for the delays complained of. When asked the question "if he would guarantee to provide cars at once in sufficient numbers to move all the lumber now ready for ship-

ment," the general manager replied by stating that the barley men throughout the country were clamoring for cars, all anxious to get rid of their stock before the McKinley bill comes into force, practically prohibiting them from shipping across the border, and that their wants must be attended to. Before the committee retired Sir Joseph stated that he would be pleased at an early date to meet a committee representing the lumbermen and discuss with them ways and means for increased facilities for shipping during the winter months.

AFTER months of agitation and speculation regarding the final destiny of the lumber clause of the McKinley tariff bill in the United States Congress a verdict has at last been reached. The House conferees have accepted the Senate's amendment, making a reduction on sawed boards, planks, deals, and other lumber; of hemlock, white wood, sycamore, white pine and basswood, of $1 per M feet board measure. The House proviso in regard to the export duty levied by any foreign country on logs has been restored, which means that in order to derive a benefit from the reduction in the import duty on our lumber the Dominion gevernment will be called upon to remove the existing export duty of $2 on Canadian logs. While THE LUMBERMAN has always spoken in favor of maintaining our export duty as an offset to the high tariff on lumber from this country, it is only justice to the trade of both countries that we should meet the present action of Congress half way by abolishing the export duty. The revenue to our government which has been derived from the export duty referred to has been too meagre to cause any perceptible decrease in the Dominion's finances, and the impetus the reduction in the import duty will give to the Canadian lumber trade will doubly make up for any deficiency in this regard. There seems to be but little doubt in the minds of those who are in a position to know the feeling of the government on this question, that immediate action will be taken towards abolishing what Americans term "the pernicious Canadian log duty." We predict that just so soon as the McKinley bill becomes law there will be a revival in the lumber trade in this country such as we have not had for years. It is indeed a consummation devoutly to be wished.

SPLINTERS.

WE learn that the duty on Mahogany lumber, as proposed by the McKinley tariff bill, has been reduced to ten per cent. *ad volorem*, instead of thirty-five, as heretofore proposed.

* * *

AN important meeting of lumbermen, at which every mill manufacturing pine lumber between Lake Superior and Winnipeg was represented, was held at Rat Portage, Ont., on Sept. 22nd. A new price list was adopted, and prices were readjusted. The new list comes into effect at once.

* * *

DURING 1889 the total value of exports of lumber and the products of the forest from Canada to Brazil was $13,118, to Chili $67,137, to Peru $31,113, to the Argentine Republic $560,956 and to Uruguay $73,787. Over 23,000,000 feet of lumber was exported from Canada to South America last year.

* * *

PAPER, tough as wood, is said now to be made by mixing chloride of zinc with the pulp in the course of manufacture. It has been found that the greater the degree of concentration of the zinc solution, the greater will be the toughness of the paper. It can be used for making gas pipes, boxes, combs, for roofing, and even, it is added, for making boats.

* * *

R. A. GREGORY, well known in lumber circles in the province of New Brunswick, died last month at St. John, aged 68 years. He came to this country from Ireland when 13 years old, and worked his way up until he became a large operator. For several years he has conducted a large mill on the west side of the harbor at St. John.

OFFICIAL returns for the seven months ending July 30th show a decline of from £233,501 to £188,315 in the value of square timber exported from Canada to Great Britain as compared with the corresponding period of 1889, and in the value of lumber a decline of from £1,050,978 to £1,039,533. Exports of lumber for July show an increase of £63,079 as compared with the same month of 1889.

* * *

VALUABLE timber limits belonging to Rochester, Doherty & Co., comprising 127¼ square miles, together with improvements, will be offered for sale at public auction, at the Russel House, Ottawa, Ont., on October 28th. The limits are situated on the Ottawa River opposite Mattawa and have a frontage of twenty-one miles. Owing to the death of the late W. H. Doherty (one of the partners) these limits will be sold to wind up the business. See advertisement on another page.

* * *

ENGLISH lumbermen are manifesting a growing liking for Oregon pine of all dimensions, and it looks as if a good future lies before the saw mill companies of that region when the Isthmus of Panama shall be cut through. It can then be laid down in England at a great reduction from present prices and its large dimensions, durability and freedom from knots and sap will be sure to make it a prime favorite.

* * *

THE estate of the late firm of F. G. Strickland & Co., New Westminster, is likely to turn out much better than was first anticipated. One hundred cents on the dollar will be paid and a respectable surplus left for the benefit of the firm. No men in their line of business as machinery agents were better known in British Columbia. F. G. Strickland has resumed business.

* * *

THE old and well-known lumber and manufacturing firm of E. & B. Holmes, of Buffalo, N. Y., recently failed for about a million dollars, after having been about fifty years in business. The assets at the time of failure were reported to be ample. They have since settled with their creditors at 50 cents on the dollar, payable in 6, 12, 18 and 24 months, without interest, secured by mortgage on real estate.

EXCHANGE ECHOES.

Northwestern Lumberman.

Although a great deal is said by Canadians concerning the undesirability of allowing American lumbermen to have access to Dominion forests without paying roundly for the privilege, there is little doubt that over the whole of Canada a reduction in the import lumber duty by the United States would be hailed with great joy, even though it did involve the removal of an export log duty by the Dominion. The Canadians are doing considerable talking, but they know on which side their bread is buttered.

Timberman.

Strange as it may seem, although the mountain ranges of Australia are clothed with dense forests, some of the trees almost overtopping the sequoias of California, that whole country does not produce a wood available for the manufacture of barrels and pails, and the thousand and one articles that are made of our soft wood. Not a clothes-pin is made in all Australia, and this insignificant little implement is a staple article of our trade with those colonies, being shipped thither almost by the ship load. Australia draws upon California for her redwood, upon Washington for pine, but her clothes-pins, pails, tubs and such like ware she obtains from New York, Boston and Philadelphia. Her street cars are principally of New York manufacture.

Northwestern Lumberman.

Notwithstanding all the free lumber talk, when the lumber clause of the McKinley tariff bill came up for consideration in the senate last week all propositions to remove the duty from lumber were voted down. The wood schedule is reported to have been passed practically as it came from the committee, except that pine clapboards were added to the items to be reduced from $2 to $1. The duty on white pine shingles was placed at 20 cents a thousand. The committee had changed the proviso which added the amount of the export log duty imposed by any country to the amount of import duty on lumber, so that it provided for a retention of the duty hitherto existing in the case of any country which maintained an export duty on logs. Thus Canada would not get the benefit of a reduction in the import lumber duty until action was taken by the Dominion government to do away with the existing export log duty. Assurance has again been received that Sir John Macdonald has agreed that the duty shall be removed should congress finally adopt a lumber duty of $1, and he will, without doubt, be called upon to fulfill the alleged promise. The fight over the reduction of duty in the senate was very sharp. The prairie state representatives wanted free lumber, and those from lumber producing states chiefly acted on the defensive. Senator Stockbridge, of Michigan, called attention to the magnitude of the lumber business in his state alone, and held that owing to the lesser cost of production in Canada $2 was a thoroughly equitable duty. He gave Michigan's lumber product last year as 4,643,000,000 feet in round numbers, which sold for over $60,000, while 23,752 men were employed, exclusive of the woods, the mills alone paying out about $7,670,000 in wages. He said also that about $200,000,000 was invested in the lumber mills and appliances of this country, and that over $90,000,000 was annually paid out in wages. After extended consideration and long delay the tariff bill itself was passed last Wednesday; and having gone that far, little doubt could remain of its ultimately becoming a law, concurrence by the lower house and the president's signature only remaining necessary.

Southern Lumberman.

Lumbermen and investors who, at present values, obtain large bodies of oak timber lands will, beyond doubt, reap a rich harvest in the future; as, contrary to the general belief, it is a difficult matter to procure this class of timber lands, and prices can not but advance. Lumbermen who have prospected through the Virginias, Tennessee, and other Southern States, report that accessible, large bodies of oak timber are few and far between. At present, perhaps, the finest bodies of large oak are to be found in the Mississippi Valley and the Yazoo Delta. Since the introduction of quarter sawing the demand for oak lumber has wonderfully increased and there can be no doubt that values will continue steadily to advance.

PERSONAL.

Mr. E. H. Bronson, lumberman, has been made a member of the Ontario Cabinet.

Mr. C. A. Larkin, a well-known lumberman of Brandon, Man., visited the city last week and gave THE LUMBERMAN a call. He reports trade good in the west.

Mr. Norman McIntyre, saw mill man, of Durnham, Ont., called at the LUMBERMAN'S office last month on his return from Quebec. He reports the lumber trade as being very dull in the Ancient City.

Mr. John Nicholl, of Queensboro, Ont., paid us a visit last month.

FIRE RECORD.

Champion's saw mill, situated near Campbellton, N. B., was burned on Sept. 11th. Loss heavy.

The saw and planing mill owned by F. W. Galbraith, at Bethany, Ont., was recently burned. Loss $2,000; insurance $800.

The planing mill of the Cobban Manufacturing Company, Toronto, was damaged by fire on August 29th to the extent of about $14,000.

F. G. McMullen's steam saw mill, at Shubencadie, N. S., was completely destroyed by fire on Sept. 13th. The loss is estimated at $12,000.

Fire in the lumber yard belonging to Gall, Anderson & Co., Toronto, on Sept. 2nd, caused damage to the amount of about $1,000.

The old Loggie mill on the public wharf at Chatham, N. B., and which has not been worked for many years, was recently burned, supposed to be of incendiary origin. The machinery in the building was worth from $1,000 to $1,200. No insurance.

L. W. Patten's drying kiln at Spallumcheen, B. C., caught fire the other day and was completly destroyed, together with about 5,000 feet of lumber. Loss, about $300.

The Lothair & Modis planing factory and the W. H. Plummer Lumber Company's lumber yards at Sault Ste Marie, were destroyed by fire on Sept 12th. Total loss about $14,000, insurance $10,000. Cause of the fire unknown.

The saw and grist mills at Kagawong, Ont., belonging to Mr. J. W. Lang of Toronto, were burned on Sept. 13th. The mills, which were a total loss, were rented to Mr. J. A. Wilson, who succeeded in saving a small amount of lumber. The mills were insured for $1,200. Mr. Wilson had no insurance.

The steam saw mill of Joseph Bedard, at Windsor, Que., was burned Aug. 7th. Mr. Bedard had 22 men at work. He has arranged to build without delay. Loss about $4,000; insurance $1,500.

OAK AND ITS USES.

Within the last half of the present decade oak lumber has come into great favor with architects, builders and for decorative purposes where it was thought only costly furniture woods would be acceptable to the trade and to the tastes of a refined public. The history of the lumber trade for five years past demonstrates the fact that good taste and judgment have fixed upon oak as the most popular wood for all interior finish for dwellings, offices, banks, theaters and places of public resort. Of course it has been a standard wood always where strength, durability and plentifulness were an object, but it is only within a very few years that it has come to be acknowledged as one of the leading woods for decorative purposes where its proverbial strength and durability can also charm the eye by its inherent beauty of grain without the aid of the painter's art. If the reader doubts the popularity oak lumber has attained among architects, builders and consumers, he is respectfully referred to the price lists from 1884 up to the present. Plain sawed oak has advanced within that time from $14 and $18 per thousand to $24 and $26 per thousand, and the demand is in excess of the stocks on the market at present. More than that—within the period above mentioned, a demand has sprung up for oak lumber cut from the log in such a manner as to show the greatest beauty of its grain. This is called, among millmen and dealers, quarter-sawed lumber, and the method of cutting it has been explained more than once in the *Tradesman*. This class of lumber is in demand at present, in the proportion that where four carloads are wanted only about one is to be had. The price f. o. b. at any point having less than a thirty-five cent rate to eastern points is $34 to $36 per thousand for first-class stuff five inches and up in width. Extra wide and fine panel boards, say 14 to 18 inches in width, are in demand at walnut and cherry prices, say $60 per thousand and very hard to get at that price. These prices run unreasonable in contrast with those for oak a few years ago, but there is a shortage in the market that is becoming more pronounced every day under an unprecedented demand. Oak has come to be a very fashionable furniture wood and the factories at Grand Rapids, Mich., consumed more than 35,000,000 feet last year and are on the market now for twice that amount of good, dry lumber. All other furniture factories in the country are compelled to use oak to meet competition and demands of their customers. But the demands of the furniture manufacturers compared to that for grain oak for interior finish or private, public and business houses is as only one to ten. Hence the greatest shortage in supply and the advance in prices as above noted.

Accepting the foregoing statements as facts—every one of which can be readily substantiated, and more could be said if necessary—it would be a useless suggestion to advise owners of oak timber not to part with it without a thought of its future values.

Whatever may be the future of oak lumber—whether the demand for it is a fashion that will pass away in a few years, or whether the world has just found out its full merits as a furniture and ornamental wood, are not questions under discussion, but two things are clear: First, oak lumber is in good demand now ; and second, the great bulk of available supply is in the southern states. We have two varieties of oak in the south in great abundance, that for beauty of grain and color meet the requirements of modern taste for interior finish and for articles of furniture and fixtures, viz: Querens alba and Q, ruba—the first known by lumbermen as white oak and the latter as red oak and when properly manufactured it requires a trained eye to distinguish one from the other, and tastes differ as to which makes the most handsome finish, but the majority favor white oak as is evidenced from the higher price it brings in the market. But whoever mistakes one for the other is no worse off than he who mistakes short leaf pine lumber for the pure Georgia long leaf article.

With an active demand at rising prices for an article we have in its raw state in the greatest abundance, it will not be out of place to offer some suggestions as to prepairing it for market. To begin at the stump. In the preparation of timber for market, how many know how to cut down a white oak tree? Almost anyone with physical strength and a good sharp axe can cut a tree down, but there is not one in a hundred who can fell an oak tree, a good tough tree, as it should be done. There is only one way to do it right and ever so many to do it wrong. Let us select our tree, an average sized one, say thirty-five inches in diameter. We first decide where it is best to let it fall. This depends upon the nature of the ground, the facilities for loading the logs on the waggon (there are very few tram roads where tall oaks grow) and the trees standing near, for we do not want to lodge our tree nor destroy any other valuable ones. Next, which way will the tree fall? If it stands so straight we are in doubt we look at it from two points at right angles to its base, note if it leans any way, if not, see where the heaviest limbs are. This quickly decides where the center of gravity tends and any experienced axeman can fall a tree within a foot of the place selected. But suppose the tree leans greatly in one direction shall we fall it the way it leans? Certainly not, if we wish to save the best cut for lumber, because if it is a tough tree the breaking of so much of the heart would, by the weight of the tree and its branches, pull slivers out of the butt cut several feet long and cause it to split either in falling or in subsequent drying. If other conditions are favorable, we will fell it as nearly at right angles to the way it leans as possible so as to cut as nearly through the heart as possible before the tree begins to topple. Having decided this matter, which can be done in less time than it takes to write it, we take our positions. I chop right handed and want my partner to be left handed, so that we may stand side by side and chop on opposite sides of the tree, or four men may work on the same tree if two are right and two are left handed. The height of the stump will be governed to some extent by the shape of the tree ; if it is "swell butted," as many of the toughest white oaks are, cut as high as convenient, if the trunk is smooth and tolerable uniform in size from the ground up, cut as low as possible. Let the stump be about two inches higher on the side opposite the direction the tree is to fall. The reason for this is apparent. If the stump is highest on the side the tree is to fall it serves as a fulcrum and the uncut center instead of breaking square off will be pulled out in slivers by the powerful leverage of the tree when the bevel of the trunk strikes the stump as it will when the tree has fallen about two-thirds of the distance to the ground. Most choppers will leave the stump on the side where they stand from two to six inches higher than the other. This is a loss of labor and some timber and a habit that once acquired is very hard to get rid of. After having cut out the first kerf compare work and see if we have made our cullings parallel. If we have left one "corner," as it is called, thicker than the other, (which is apt to be the case on large trees) we can easily remedy the mistake in taking down our second kerp. In taking down our second kerp be sure and take enough and not too much as either involves a loss of labor for no good. As the work proceeds, cut to the center leaving the corners to support the tree. It is better to cut entirely through the heart of a very tough tree before it begins to crack and thus avoid all danger of splits and slivers. When the tree shows signs of falling put in the best and most rapid work possible on the corners so as to leave little of the wood to break as possible. The last few strokes on the corners may be made to change the direction of the tree in falling several feet.

Before the tree falls, one or more skids, poles something should be placed for it to fall on to keep it off the the ground for the convenience of sawing and loading the logs. Some judgment is required in placing these skids as trees are often cracked or split by improperly placing them or having them too high. After the tree has been trimmed and the brush cleared away the axeman's work is finished. In marking off the tree into "cuts" care should be taken to get the best part of it into the most desirable lengths, as twelve, fourteen and sixteen feet lumber is more used than eight and ten feet lengths. One or two inches excess of length should be allowed for crooked sawing and sun cracks. A shortness of one inch means a loss of twenty-three inches on every piece of lumber cut from the log because lumbermen recognize nothing but even lengths. Thus a piece of lumber lacking an inch of being ten feet in length is inspected as eight feet long, a loss of 20 per cent. of timber besides the labor of handling and cost of transportation. It is just such little mistakes, blunders and carelessness as this that eat up the profits of lumber manufacturers. There is not a single step in the manufacture of lumber from the first stroke of the axe into the tree to the final disposal of its products that will not repay the most careful attention and management.

RUNNING CIRCULAR SAWS.

[J. W. W., in Saw Mill Gazette.]

I have had ten years' experience and think I know something about running and keeping a saw in order. In the first place I will tell how I keep my saw in order. If it is a good straight saw there is little trouble. The saw should be filed straight ; to do this a beginner should use a very small try square until he gets so he can file true and straight. Give the saw plenty of set. I use a common swage. It has two sides, one straight and the other concave. I use the concave side altogether, as it leaves the tooth with sharper corners than the straight side and therefore it cuts easier and will stay on the line much better than it otherwise would. The teeth should be swaged wider for soft wood than for hard. It is better to get them too wide than not wide enough. The saw will run all right even if too wide, but if not wide enough then you will have trouble, as it will get worn on the rim, impairing its strength so that it will run uneven, one time in and the next time out. When running that way stop and swage. After the teeth are swaged wide enough with the concave side of the swage take a file and tip the corner of the teeth, the longest ones the most ; turn the handle of the file to the centre of the saw to make the back side the most and leave the teeth with cutting corners. Do not use a guage, it cuts the corner square and does not leave a cutting corner, and by using the file with the handle down the back side is cut so it will clear the wood, and does not drag. I have seen old sawyers use the gauge, but I don't like it; a man can soon get so he can cut the teeth all exactly the same without it if he is careful. If my saw gets dull between morning and noon, or night, which it will, I take a good sandstone, one that is fine and hard—I always keep one by me – I hold to the saw while running and let it tip the teeth enough to bring them to an edge. It will make them cut like they did when they were first filed. Some will object to this, they think it will wear the saw too fast, but you can cut lumber to make up for all the loss in that direction and twenty times more. With a little mill I sometimes use the sandstone four times a day, twice before noon and twice after.

Sometimes when a saw is filed it will not run straight, it will run in too much, or run out too much. If it runs in the log too much, tip the corners of the teeth, with the sandstone next log, which will make it run the other way ; be careful not to tip them too much, for it will dull them and make the saw run hard. If the saw pinches in the log and gets worn don't try to crowd it through, but back out and put some oil on it ; if it is not too warm you can go right through, but if it is very warm, let it run a little while and it will cool off ; don't put water on the saw if hot, better wait and let it cool than to spoil the saw. Some may read this who has a bad saw and objects to my plan ; if that is the case the saw had better be fixed as soon as possible.

If in starting the saw is limber and wabbles bad don't start it into the log, for the saw will not run true, no matter how well it is dressed; but let it run and take a hand stick and hold it between the frame and saw, and press it to the saw until it gets warm in the collar ; it will then get stiff and will run very well. You must keep it rubbing against the log enough to keep it warm, but not enough to heat it. Have the track level and straight ; keep the saw hanging true, that is plumb; try it with a level or plumb-bob ; make it hang true ; keep it on a line with the carriage. The "lead" that so many think a saw will not run without is all stuff ; the saw will run if it is on a line with the carriage, but the front of the saw should set so that if the teeth just strike the log the back side should miss it about one-

sixteenth of an inch, so the teeth will not mark the timber ; that is all the "lead" that is needed.

For a little mill I like a thin saw about eleven or twelve gauge ; it runs lighter, but is harder to keep on the line than a thicker saw. For a twenty-horse power, I like a seven and nine gauge ; that is, seven at the eye and nine on the rim, with about fifty teeth. Keep the backs as full as you can without striking the log ; it makes the teeth stronger. Never make one stroke too much with the file ; file until the tooth is to an edge and no more, it only wears the saw ; when the tooth is to an edge it cannot be any sharper.

ST. JOHN'S SPRUCE SUPPLY THREATENED.

For many years the city of St. John, New Brunswick, has been supplying New York very largely with Spruce lumber, especially with Spruce lumber of large dimensions, as the logs which come from the Aroostook, and from above the Grand Falls of the Saint John, which are the best timbered sections of that river, are of large size. When one looks at the great tree lying in the Douglas boom close to Fredericton and compares them with those lying in the Penobscot, he at once sees that the Saint John timber, in point of size, is far ahead of that now cut on the Penobscot.

There seems to be now, however, a reasonable probability that within a few years a considerable part of these large logs will be sawn elsewhere than at Saint John ; that is to say, that they will be sawn on the Aroostook at Caribou ; and above the Grand Falls, at Temiscouata Lake, and at or near the point where the Saint Francis joins the Saint John, which is thirty-five miles north of Edmundston, the present terminus of the New Brunswick Railway, which has lately been absorbed by and incorporated with the Canadian Pacific. The people of the County of Aroostook, wearied out with carrying freight probably more than 100 miles further than they need, were a short line built from Caribou or Fort Fairfield to the Penobscot, have concluded to build a railway direct which shall strike that river without passing through English territory, and are now taking steps to forward its construction. Against this the Canadian Pacific is fighting hard, but the short road must eventually succeed, if even if it be for a time hindered by the machinations of its gigantic adversary.

Already a large dam has been built at Caribou, on the Aroostook, where there is abundant power to saw all the logs on that river, and the people of Aroostook are even now anticipating the time when all the logs coming down the river shall be held there to be sawn into planks and boards for transport over the short line when it shall have been completed.

Ascending the Saint John to Edmundston, we find that there is a line of railway running from the Saint John River at that place to River du Loup, on the Saint Lawrence, the distance by it being from one point to the other eighty-one miles. We find that the owners of this railway (Temiscouata) are this summer building a railroad from Edmundston to the mouth of the Saint Francis, above which are situated the most extensive timber limits on the Saint John, or its branches, and where any quantity of lumber can be easily held in booms, and where, as the Saint John is the boundary between the United States and Canada, lumber can be sawn on the American side of the river and be exported either to Great Britain or to the United States, in either case free from duty.

English deal can be hauled from the Saint Francis by rail when the Saint Francis road is completed to the wharf at River du Loup for $1.20 per M. B.M.; and freights from that place to Europe are cheaper than they are from Saint John, and Quebec deals command a higher price than those sawn in Saint John ; now it costs about $2 per M B. M. to carry logs by water from the Saint Francis to the mills at Saint John, as the Temiscouata Railway crosses the Intercolonial at River du Loup, and as that connects with the Grand Trunk, boards, shingles, clap-boards etc., can be carried by these routes in bond to any desired place in the United States. So far as we can learn, there is no doubt but that the construction of sawmills up the Saint John River will follow on the completion of the various roads which we have named. The lumber sawn at these mills can be exported free of duty, as we have already mentioned, to both Great Britain and the United States. Not only so, but logs grown on the tributaries of the Saint John in the Province of Quebec, when they come to such mills so to be built in the State of Maine, become American lumber, and when sawn can be exported free from duty, and no power can collect any export duty on such logs, from the fact that they will by the very current of the river, and not by any act of man, run into the booms which would be built above such mills. Fron these facts we are led to the belief that the day is not very far distant when the mills at Saint John will have formidable rivals to contend with hundreds of miles distant from that city.—*Exchange.*

HOW TO MEASURE LOGS.

A thorough knowledge of the means by which the contents of any log or stick of timber can be accurately determined either in feet, board measure, or cubic feet, is a necessity with every one engaged in the lumber trade. Although this may seem difficult at first, in reality it is very simple, as is satisfactorily shown by an expert on the subject in a recent communication to the *Tradesman*, from which the data for this article are gathered. There are several rules and tables published for determining the contents of logs, but the Doyle rule, which is given in Scribner's log book, is in most universal use, and is considered the standard. If all timbers to be sawn were square to begin on, then the different tables would not vary, but every lumberman knows there is considerable good lumber in a round log outside the four lines that must be cut to bring it to a square. In a small log this amounts to very little, but in large ones it will reach as high as 30 per cent. One third of the diameter of the log is usually allowed for squaring it.

Small logs will generally cut more than the Doyle rule, mentioned above, gives, and for this reason some New York exporters have adopted other tables, the most popular of which is Gard's log book. G. F. Herring's log tables which are published by Pastoriza & Brown, Houston, Texas, are used to a considerable extent in the southwestern territory. These tables give results considerably below the Doyle rule. To illustrate : According to Doyle a log 40 inches in diameter and 10 feet long, contains 810 feet, the same log 40 feet long contains four times as much, or 3,240 feet. The Herring's rule makes a log 40 inches in diameter and 10 feet long contain 667 feet, and one 40 feet long of the same diameter, 2,734 feet, instead of 2,668 feet, as it would, if the short length were correctly calculated, and the mean diameter taken. The discrepancy is probably due to some custom of taking the diameter of long logs, that is not explained in Mr. Herring's book.

The rules so far alluded to are for estimating logs on land ; for floating logs, the one commonly used in the streams of the hardwood belt is called the Cumberland river rule, but has never been printed except in card form. It is very simple. From the dimension of the log one-third is subtracted to bring it to a square, and from the square thus formed, one-fifth is taken from one side for saw kerf. Take for example a log 10 feet long and 15 inches in diameter. One-third of this for squaring it leaves a diameter of 10 inches and one-fifth off one side for saw cut, will leave a log 8x10 inches. Multiply the two sides together and the product by the length in feet, dividing by 12, leaves 67 feet for the amount of lumber, board measure, while the same log according to Doyle rule, would produce 77 feet. For a log 10 feet in length and 40 inches in diameter, this rule gives 473 feet. The same log by Doyle's and Gard's rules contains 810 feet, and by Herring's 667. If cut with a band saw, it would produce more lumber than any of them give, providing it be round, straight and perfectly sound. The low estimate given by the river rule is to protect the buyer of logs from natural defects hidden under the water, and from intentional fraud.

In measuring logs in the water, a stick is used called the river log rule. It consists of a hickory strip, very much like the ordinary lumber rule, only about six feet long, and has a metal hook projecting at right angles from the lower end. There are three rows of figures for six different lengths of logs. In using it, the hook end is thrust straight down into the water, and the hook brought firmly up against the bottom side of the log, and the thumb placed against the stick at the top. The figures on the stick nearest the point indicated by the thumb, in the row for that length, shows the contents of the log. Thus it will be seen that under this rule the log is measured from outside to outside of the bark, which neutralizes the apparent discrepancy between it and the Doyle rule. Those who handle rafted logs will find this rule very satisfactory as it gives uniform results and sufficiently below the actual contents of perfect logs to make up for all ordinary defective ones beneath the water.

WILL THE CIRCULAR SAW GO ?

This is a question asked by Mr. J. H. Miner in a letter to the *St. Louis Lumberman.* He then proceeds to answer it as follows : The band saw mill is now an established machine for the more economical conversion of logs into timber, but it yet remains a question whether it will replace the circular as the standard mill. There are many things to be taken into consideration in determining which to buy. This question lies principally in the skill to be had to successfully operate the band saw. There are mills that are actually cutting more lumber than the circular on the train of wheels and strain of tension to maintain it. it is evident that the tooth must be precisive. The amount of deviation that would hardly affect a circular saw would be sufficient to condemn the band, and put it where many are that are now in use, viz. : behind the circular.

The cracking of band saws is another serious trouble which seems inevitable, and yet there are mills that hardly have a cracked saw. This evil, which so greatly retards the introduction of the band will be overcome. This can not be entirely attributed to the tension of saw or to the filer, but remains to be overcome in the construction of the mill, that is as light an upper wheel as possible and a more sensitive straining device, which the later designs seem to be greatly overcoming. Larger wheels are being used, which greatly helps the contact of saw, and greatly overcomes that crystallizing tendency. The future mill will be a 10to 12-foot wheel, with 12-inch saws ; then the back and tooth edge of saw may be kept slack of tension and there remain enough blade to make a stiff strained saw that will lead the circular in any capacity of sawing. The circular at present has only one advantage over the well-fitted band, and that is in small timber where a great deal of heavy timbers are sawed, such as railroad stuff. In this case the band saw has but little economy, as there are but few lines run to complete the log, the gain of the band being in one-inch boards and larger timber.

The filer that realizes that the band is the coming saw, and applies himself to it, will always be in demand at the highest wages. There are many mill men that continue to vote for Andrew Jackson, through the eye of prejudice and will cling to the "old reliable."

When to Cut Timber.

Timber should be cut when ripe, like any other crop. Gentlemen foresters may as well advise letting ripened corn remain to moisten and fertilize its field as to urge the preservation of forest trees for similar reasons. Trees which fall and decay are wasted. That waste within the limits of the United States is very great. He who has lain in the camp and heard in the unnatural stillness preceding storms that strange, dull roar like distant cannons, of mighty trees laid low, and considered how hourly and yearly vast numbers of forest kings go down to death upon millions of acres now inaccessible, may be led to view the problem in variance with the philosopher wondering why this potential wealth is not appreciated, why lumber is imported when better stock is rotting here, and if the assumed necessity of water supply in districts where water runs unhindered to the sea warrants the burden of an unproductive and therefore valueless area. Much more may he marvel at the wisdom of him who hoards a wasting forest in the face of a persuasive market ; that timber sold, the interest on the cash returns might foster a second crop on twice the area.—*Exchange.*

Ottawa Lumber Shipments.

THE quantity of lumber carried from Ottawa and Hull by the Canadian Pacific and Canada Atlantic Railways for 1888 and 1889 is reported as follows :—

	1888	1889
Sawn lumber, feet, board measure	119,304,517,	125,937,719.
Shingles	50,000.	

The quantity carried by the Ottawa canals for the period is as follows :—

	1888	1889
Sawn lumber, feet, board measure	316,923,600.	368,910,600.
Shingles	5,028,000.	5,184,000.

OUR ALBANY LETTER.

ALBANY, N. Y., Sept. 25th, 1890.

The coming month will probably see the McKinley tariff bill a law but it is uncertain yet when the lumber schedule will take effect. When it was first learned that the McKinley bill threatened to increase instead of decreasing the duty on lumber coming to this country from Canada the largest concerns in this market, including Arnold & Co, Saxe Bros., D. L. White & Co., J. Benedict & Son, Boyd & Co., Babbit & Saunders, and Rodney Vose, all dealers in Canada pine, prepared a protest and sent a delegation composed of Chas. G. Saxe, of Saxe Bros. and John Macdonald, of Boyd & Co., to Washington to appear before the Honorable, the Ways and Means Committee of the House of Representatives. These two gentlemen have large lumber interests in Canada and own extensive limits. They argued that the duty on lumber should be $1 per thousand, in which event Canada would repeal her $2 per thousand export duty on logs. The Committee at that time agreed in case the tariff was increased to amend the bill by providing that the lumber tax should not go into effect until March 1891, thus giving men who had made large purchases of Canada lumber a chance to turn themselves before the bill became law ; but now that the tariff has been reduced to $1 per thousand instead of being increased it will probably go into effect the moment the bill has received the President's signature. At any rate it cannot go into effect any too quick now to suit the dealers here who seem to have a mistaken idea that their everlasting fortune will be made the moment the duty on lumber is removed. Some concerns are even now holding back their shipments of lumber from the mills so as to take advantage of the reduction in duty when it does come. They will find, however, that within a very short time after the reduction takes place the whole thing will be lost sight of entirely and lumber will be no cheaper than it was before, for the supply and demand as in all cases regulates the price.

Right here perhaps it might be of interest to quote the opinion of Dean Sage on the subject. Mr. Sage is the head here of the firm of H. W. Sage & Co., one of the oldest, richest and most extensive lumber concerns in this state and in Michigan where they own large limits. He says : "The papers state that were the rate per thousand lowered, Sir John McDonald has agreed to secure a remission of the Canadian export duty. The Canadian market controls the lumber interest of this conntry, and will more and more as time goes on. The Michigan trade is very different, and is now merely strong enough to compete in a comparatively small way with Canada as long as these duties are levied. Suppose the export duty is taken off, Canadian dealers will raise the price of lumber by the amount of the old duty. Of course Michigan dealers could get the same prices. The merchants in Canada make no bones about the matter. One of the argument sused by them to induce Michigan dealers to work for the reduction of duty here and the subsequent repeal of the $2 per thousand Canadian export duty on logs, was that an increase in price was just as beneficial for them, and meant an increase in profits with no diminution of business. The chief point at issue seems to me to be : shall the United States by a reduction of the duty let Canada get several millions of dollars which otherwise we would have ? Of course those men who own Canadian tracts favor lower rates as their property would increase as much again in value. Lumber dealers, both Canadian and Michigan, will gain, but the rest of this country will lose."

It seems to be pretty generally understood by dealers here that Canada will add in price just in proportion as the rate is reduced.

The lumber trade in this vicinity and throughout the state has been exceptionally good this year and from all indications it will remain so the rest of the season. From the New York and the adjacent markets come favorable reports of a good fall trade with prices firm. The export trade from New York to South America Australia, Africa, England and France have improved very much of late and the demand for ten and twelve inch uppers has increased in consequence ; but shipping boards are not the only thing in demand as good lumber comes in for a share of the trade. Only this week a cargo of choice Michigan Uppers was shipped from this market by A. S. Kibbee & Son to New York there to be loaded on a vessel for Cape Town, South Africa, and a part for some port in Australia, truly a long journey from the remote logging camp in the Michigan forest to those far away lands under the equator.

The Shepard & Morse Lumber Co., of Boston, Mass., have sold one million feet of 1x12 shippers which they will begin to load on vessels this week for Monte-video and Buenos Ayres, South America.

The trade in Canada pine in this market has been heavy this season, all the intermediate grades selling well, while the call for good lumber has been better than in some years before, 1¼ and 1½ inch uppers experienced the most demands but 2 inch uppers are slow sale as are all the thicker grades. The stocks on hand is in splendid assortment as the receipts have been heavy of late. The bulk of the Canadian pine here comes to us by canal by way of Tonawanda but we have always had a considerable quantity from the Ottawa district until this summer when the supply dropped off.

Dealers find it almost impossible to obtain boats in Ottawa to fill their orders as the majority of them are carrying ice this season as it pays them better than lumber, consequently the Albany men are left high and dry with orders on their hands awaiting shipments.

The spruce and hemlock trade has been better this season than in years, and better prices have been obtained, but the dealers have been handicapped by a shortage of stock, especially in spruce and hemlock culls, owing to the mild winter we had with little snow. The logs in the booms at the mills in Northern New York have been nearly all cut up and the dealers can now see the end of their stock. They are holding prices very stiff on all grades and are not attempting to force sales, but are rather holding back desirable lots for their regular trade.

Hardwoods have had a good season with good prices, but certain lots have been short in stock. Ash, quartered oak, cherry and whitewood have had the best demand, but dry lots are scarce and high.

CORRESPONDENCE.

BRIDGEWATER, N. S., Sept. 16th, 1890.

Editor Canada Lumberman.

In your September issue we noticed that Mr. C. Young, of Young's Point, on the Otonabee river, had been fined $20 for allowing mill refuse to enter the river.

We are quite interested in cases of this kind as the law is very strictly enforced on the river Lahave, and in a case before the courts to-day the lawyer contended that "the miller should be fined, if one cupfull a week dropped into the water, as the law had been broken."

We presume the offence in the case mentioned was refuse outside of sawdust, but on our river there has never been any refuse but the dust which could not be saved from dropping into the water that was allowed into the river.

The Minister has lately been down in Nova Scotia, but carefully kept away from this his very *pet* district, and has claimed he was carrying out the law thoroughly, and had fined four men in Ontario who were now endeavoring to keep some of the sawdust from the rivers, and that in doing their best he would be lenient with them. This sort of adminstration is very apt to excite the query formerly raised by Mr. Joseph S. Wallis of Port Carling, as to whether Mr. Young was not also a Grit, since all the parties prosecuted on the Lahave have inclined that way.

Our firm has been waiting two years for the law to be carried out not only on the Lahave and Otonabee rivers, but on the *ten thousand similar* rivers of our Dominion so that the business could all stand on the same footing.

Certainly very few water mills in Nova Scotia can be worked under the rendering of the law quoted to-day, i.e., liable to a $50 fine for allowing a tea cup full per week to drop into the water, and while such a law remains on our statute books it is useless to attempt business while the Fisheries Department so partially apply the law.

After thirty years steady sawing, our river is entirely free from sawdust, except in the deepest pools of the lower river, and we contend, with the whole native population, that it has never done the least injury to either fish or navigation.

We do this in the face of the report made last year, in the drouth, by Capt. Gordon who based his current on the August flow of water, offset our lumber industry against the whole county of Lunenberg's fishery, which extends from the Sand Banks of Newfoundland to Bermuda, and charges against our sawdust the discoloring of the water, which all people of sense know is the natural color of all the rivers in this part of the country, caused by flowing over iron deposits or something of that nature. He also laid to the sawdust the foul odors of the mud in the bottom of the river, when everyone on our coast knows the coves and creeks are just as bad where they never saw a grain of sawdust.

He also refused to hear the testimony of respectable citizens, of all shades of politics, after asking for their attendance, but finally he could not get any testimony to agree with the evident inclinations of his superiors, he suppressed the whole, and started to hunt out all the sawdust he could find. The alignments of his surveys show he did this very effectually, as he certainly covered all the deposits at that time existing, though no doubt since carried to sea by the last season's freshets.

The stock of lumber having been very much reduced prices have held good in this district, and much more stock could have been sold to foreign customers who have been supplied from this quarter.

People are preparing for a hard winter as no logs will be cut on the Lahave till the mills are allowed to saw, and the loss of $200,000 per year for the last two years is beginning to have a very sensible effect in all kinds of business. We only have to console ourselves that no large sums have been squandered in N. P. industries like some of our neighboring towns, so our merchants still remain solvent.

FRANK DAVISON.

POWER'S CREEK, MADAWASKA, N. B. Sept. 16th, 1890.

Epitor Canada Lumberman.

Last week Mr. Connors started his fall drive, and the clearing of the Grand Falls of its lumber, just in time to take advantage of the late heavy raise of water. Mr. Connors was providentially favored with all his drives this season. The season has been remarkably good for driving, and never, perhaps, was the St. John and its tributaries so completely cleaned out of all the old and new stock, and no one begrudges Mr. Connors the favors Providence has thrown in his way, as no man is better adapted to take advantage of them.

Interested parties are again on the move with the intention of trying their luck in the forest which holds out fine inducements for operators to make a fortune.

Our American neighbors are again trying the game of bluff by dangling reciprocity before our eyes, saying, will you take it now or will you wait until you get it. They have tried this game until it has become threadbare. The proper thing for the Dominion government to do, so far as lumber is concerned, is to act and not wait for a reciprocity in lumber, but exact at once an export duty equivalent to the American import duty on our lumber. It is most absurd to permit our forests to be cut by Americans and the logs taken across the line to be manufactured into lumber when we need the timber for our mills. In the parish where I live one hundred thousand dollars of the export duty has been lost by not exacting it for years past, which I can prove if required, and still the slaughter goes on.

We hear Americans say, "for many years past the export of logs from the States to saw mills in New Brunswick, and other parts of Canada has been many times greater than the export of logs from Canada to the States. So far as New Brunswick is concerned the Americans have not one log that could be floated on New Brunswick waters if we had got our just deserts under the Ashburton treaty, and as it is all the timber cut on our capitulated lands is manufactured by Americans and by American labor. They are allowed to cross the lines, year after year, and slaughter our forests to the extent of millions of feet annually, and this will be permitted to go on until our forests are completely denuded, and then we may expect reciprocity with the Americans after securing our virgin wealth and leaving our lands a barren waste.

P. O. BYRAM.

—A double raft owned by Messrs. Thistle, Carswell & Co., and A. Barnett, broke the tow rope in Lake Deschesne, Ont., on Sept. 20th, and was carried on to a rock on the rapids where it hung. A large number of men were on the raft and their position was for a time very perilous, but the men were ultimately rescued in safety. The raft finally broke up into cribs and the whole of the timber passed safely through.

—Mr. W. D. Morris, of the Bradley, Morris & Reid Co., (limited), of Hamilton, Ont., timber and lumber merchants, was recently elected president of the company for the ensuing year by a unanimous vote of the shareholders. The firm does a very large business in hardwood lumber, making a specialty of American and Canadian dimension oak.

WHY SOME MILLS ARE MORE SUCCESSFUL THAN OTHERS.

By C. R. Tompkins, M. E.

Whenever two mills are started with the same class of machinery and with equal advantages as to trade, if the one were successful and prosperous it would seem that the other should be equally so; yet in the every-day experience of business life such is not always the case, and while each party may, to all outward appearances, be possessed of equal business tact and ability, yet one may succeed in a few years in gaining a large competency while the other, after struggling along for a few years, will not succeed and finally, either by failure or selling out, will retire from the business little or no better off financially than when he first commenced. This, no doubt, in the majority of instances, arises not so much from a lack of the necessary knowledge of the business or the natural abilities of the proprietors, as from the difference in their management. While it is very essential that all kinds of business should be conducted upon strictly correct business principles and economy practiced in all of its departments, it is also possible even to carry this point to such an extent that its own objects are defeated and become unprofitable.

Every proprietor has the undoubted right to conduct his own business from his own standpoint and according to his own notions as viewed from the same, and it is in this respect where men differ in the manner of conducting their business. In one instance the proprietor, while he may believe that he is conducting his business upon strictly correct business principles, may in some respect be a tyrant without being fully aware of that fact. His rules and regulations are like the laws of the Medes and Persians, that cannot be changed, and his foreman is given to understand that his orders, whether right or wrong, must be implicitly obeyed. The foreman will act upon the principle of "obey orders if it breaks owners," under such instructions, and will carry out the same principle with his own orders to the men under his charge. They are allowed no discretion whatever, and nothing must be done without his orders. If a machine requires some adjustments outside of the regular order of things, or belts become so slack that they will not drive and require taking up, the operator must wait until the foreman comes around to give the necessary orders. In this manner, by carrying this system of supposed economy and strict regulations too far, much valuable time is lost. A good story which illustrates this point and applies to just such cases is told by a writer in one of the trade journals in expressing his opinion of this class of foremen. A workman was running a circular saw and the belt was so loose by which it was driven that he was obliged to stop the feed every few inches in order that the saw might recover its speed, and when asked why he did not stop and take up the belt, replied that in this mill no one was allowed to do anything without orders, and he'd be d—d if he would take it up until he had orders if it were never taken up.

Now it will be seen that by carrying out this system of strict regulations too far, as was in this case, this man was not only losing more than one-half of his time, to say nothing of the destruction of the belt, which was sure to follow by being burned by the friction in slipping over the face of the pulley, and while this man was drawing full pay for his time, he was earning the proprietor comparatively nothing, besides damaging an expensive belt. Now while it is all right and proper for the foreman of a mill to have full charge of it and all the workmen under his charge subject to his orders, he should be possessed of sufficient common sense to know that an intelligent workman is just as able to judge when it is necessary for a belt upon his machine to be taken up or a slight change in the adjustment required as he is, and in such cases the workman should be allowed to exercise his own discretion instead of standing around an hour or two while the foreman may be otherwise engaged, waiting for an order to do that which he knows must be done before he can proceed with the work; and the foreman who will not allow an intelligent workman that privilege is not in all cases working for the best interests of his proprietors or carrying out the true principles of economy. And if such mills are not prosperous it is more in the fault of the management than from any fault in the business itself. It does not necessarily follow that because a foreman may allow an intelligent workman to use his own judgment in certain cases that every man and boy in the mill should have his own way and run things to suit themselves, or that his authority will in any way be abridged thereby. On the contrary he should have strict rules and regulations, and enforce them, but at the same time they need not be of such an arbitrary nature as not to admit of a liberal construction, and no intelligent workman will take any undue advantage of them. But if a mill is conducted strictly upon the arbitrary principles first mentioned the workman will soon come to look upon himself as a mere machine and take no interest whatever in his work any further than putting in his time and receiving his pay, and the success of such a mill is an unknown quantity that is doubtful in its results. In the most successful mills it will be found that the proprietor is a good business man with liberal ideas; he selects for his foreman the most skillful and competent man he can find, and while he may give him the necessary orders for the general rules and regulations of the mill, they will be of such a nature that the foreman may always put a liberal construction upon them and use his own judgment and discretion in enforcing the same. And while his own rules for the government of the men under his charge may be ever so strict, yet they will also be of such a nature that an intelligent workman may be able to put a liberal construction upon them also without violating them.

It must be remembered that in a large mill where there are a number of machines to look after, besides the other duties which naturally devolve upon the foreman, that he is always a busy man, and he will not require that every man whenever a belt requires taking up or the machine requires some slight change in the adjustment, that he should stand idle and wait for orders to do so. While it is important, and the duty of every man whenever any break occurs or any important changes require to be made to report the same to the foreman at once, it is not necessary and neither will a sensible foreman require him to stand by his machine like a post or a convict in state prison, and wait until he comes around before reporting the same. Such a foreman will always be popular with his men, and they will take an interest in the work, and whether he is present or absent the work will go on the same, and if such mills do not prosper the foreman will have the satisfaction of knowing that it is not his fault. But, as a rule, such mills do prosper, for the very reason that they are conducted upon good business principles; there is no antagonism between the proprietor and the foreman; neither is there any between the foreman and his men. All are interested and each one working for the good of the whole.

What is true with the planing mill is also true with the machine shop and every other manufacturing establishment. The fact is the mechanics in this country as a class are possessed of a good fair education, and are too democratic in their principles to submit to any species of depotism, either in the government of the nation or in the workshop or factory, and rules and regulations that might be submitted to in Russia or some other despotic country in the old world, will not be tolerated by American mechanics. In this country socially the workman considers himself, and is as a rule, fully equal to his employer, and the sooner employers realize that fact, and the nearer their rules and regulations approach to the true democratic principles which exist in this country, and are carried out in the workshop and factory, the better and more satisfactory will be the results.

A LUMBER SUIT.

The following from the *Lumber Trade Journal* would indicate that there is trouble in the camp with a prospect of fat fees for the lawyers:—

"There has been considerable discussion of late in the Saginaw and Bay City papers, as well as those at Oscoda and Au Sable, concerning a suit commenced by D. A. McDonald of Au Sable against a syndicate of New York capitalists to compel the fulfillment of a contract to cut 750,000,000 feet of logs on a tract of pine land on the French River, in Georgian Bay, and considerable feeling has been aroused from the fact that if the contract were concluded, the logs would have been cut at the mill of the Potts Salt & Lumber Company at Au Sable, and it would have resulted in keeping the mill running several years, and the distribution of a large sum of money at the point named. The lumbermen of the Saginaw Valley are noted for their honesty in adhering to contracts, verbal or written, and they are unused to any double dealing, such as it is claimed has characterized the action of the New York syndicate, composed of C. C. Cokefair, Joseph Swift, and other New York gentlemen. Mr. McDonald, the complainant in the case, engaged Hon. Benton Hanchett, the eminent attorney of Saginaw, who claims he has a good case against the defendants for a clear violation of contract, and his opinion is considered important in the case because of its reliability. The plantiff avers that Cokefair and Swift contracted for the sale of the timber to the Potts Salt & Lumber Company, and the cutting of the logs with himself, but never intended to live up to the agreement, but simply used both parties as a lever to get a big price from Saginaw parties, to whom it was their intention to sell at the outset. The agreement with Mr. McDonald was that he was to receive $4 per thousand for logging the timber, and on the strength of this agreement he contracted with Mr. J. Campbell to cut 100,000,000 feet for $3 per thousand, which arrangement would have netted him a clear $100,000, and that he would have cleared $1 per thousand on the 750,000,000; hence his suit for $750,000. There is evidently a big legal fight on, and fat picking for the lawyers, unless the New York syndicate comes to terms, and when this suit is settled, it is quite probable that Potts & Co. will call for a settlement of the syndicate's agreement with them. The true inwardness of the New York parties can be appreciated when it is understood that both Mr. McDonald and the Potts Company were inveigled into a trip to Detroit to close up their contracts, and after discussing some minor points of the agreements, the New York parties pretended that it was necessary for them to go to Montreal before signing the contracts, but instead of doing so, slipped over to Saginaw to close a deal with parties there for the same timber; and the indications at present are that unless they fulfill the agreement with the Saginaw parties there will be a lawsuit staring them in the face from that direction, and hence there is legal music in the air in any event. As there is much timber involved as would run all the mills on the Saginaw River one whole season, the importance of the suit can be comprehended at a glance.

American Trees.

There are 213 species of trees found within the limits of the United States and territories; sixteen of which, when perfectly seasoned, will sink in water. The heaviest of these is the black ironwood (Condalia ferrea), found only in Southern Florida, which is more than 30 per cent. heavier than water. Of the other fifteen the best known is the lignum vitae (Guaircum sanctum), and the mangrove (Rhizophora mangle). Texas and New Mexico, lands full of queer, creeping, crawling, walking and inanimate things are the homes of a species of oak (cquercus grisca), which is about one and one-fourth times heavier than water, and which, when green, will sink almost as quick as a bar of iron. It grows only in mountain regions, and has been found westward as far as the Colorado desert, where it grows at an elevation of 10,000 feet. All the species heavier than water belong to tropical Florida, or in the arid west and southwest.

Men for the Woods.

Ottawa lumbermen are constantly sending men to the woods for the purpose of cutting logs during the coming winter, but the number sent will be far less than last year. Wages have declined considerably, log makers, chainmen, choppers and teamsters now being engaged for the winter receive about 40 per cent. less than they did a year ago. The wages now being paid are about as follows: Head log makers $18 per month; log makers $16 to $17; road cutters, chainmen, etc., $12 to $14; teamsters $12 to $16.

TRADE REVIEW.

Toronto, Ont.

TORONTO, Sept. 30, 1890.

CAR OR CARGO LOTS

1¼ and thicker clear picks, American inspection	$20 00@	30 00
1¼ and thicker, three uppers, American inspection		37 00
1¼ and thicker, pickings, American inspection		25 00
1x12 x 12 dressing and better	18 00	20 00
1x12 x 12 mill run	13 00	14 00
1x12 x 12 dressing	14 00	15 00
1x12 x 12 common	12 00	13 00
1x12 x 12 spruce culls	10 00	11 00
1x12 x 12 mill culls		9 00
1 inch clear and picks	24 00	25 00
inch dressing and better	18 00	20 00
1 inch siding mill run	13 00	14 00
1 inch siding common	11 00	12 00
1 inch siding ship culls	10 00	11 00
1 inch siding mill culls	8 00	9 00
Cull scantling	8 00	9 00
1¼ and thicker cutting up plank	22 00	25 00
1 inch strips 4 in to 8 in mill run	14 00	15 00
1 inch strips, common	11 00	12 00
1¼ inch flooring	14 00	15 00
1 inch flooring	14 00	15 00
XXX shingles, 16 in	2 20	2 30
XX shingles, 16 in	1 20	1 30
Lath: No. 1	1 70	1 90
" No. 2		1 70

YARD QUOTATIONS.

Mill cull boards & scantling	$10 00		Dressing stocks	16 00@	20 00
Shipping cull boards, promiscuous widths	13 00		Picks Am. inspection		40 00
stocks	14 00		Three uppers. Am. inspect. F. M.		50 00
Scantling & joist, up to 16 ft	14 00		1½in. flooring, dres'd	28 00	30 00
" " 18 ft	15 00		1½ " " rough	18 00	22 00
" " 20 ft	16 00		1¼ " " dres'd F.M.	25 00	28 00
" " 22 ft	17 00		" " undrs'd B.M.	18 00	19 00
" " 24 ft	19 00		" " dres'd	18 00	20 00
" " 26 ft	20 00		" " undres'd	12 00	15 00
" " 28 ft	22 00		Beaded sheeting, dressed	22 00	35 00
" " 30 ft	24 00		Clapboarding, dres'd		12 00
" " 32 ft	26 00		XXX sawn shingles per M	2 65	2 75
" " 34 ft	28 50		Sawn Lath	2 00	2 20
" " 36 ft	30 00		Red oak	30 00	40 00
" " 38 ft	32 00		White "	35 00	45 00
" 40 to 44 ft	35 00		Basswood, No. 1 & 2	18 00	20 00
Cutting up planks 1¼ and thicker dry	25 00	26 00	Cherry, No. 1 & 2	50 00	60 00
" board	18 00	22 00	White ash, 1 & 2	25 00	35 00
			Black ash, 1 & 2	20 00	30 00

Hamilton, Ont.

HAMILTON, Sept. 30, 1890.

Mill cull boards and scantlings	$ 9 00@	10 00	Dressing stocks	$16 00	18 00
Shipping cull boards promiscuous widths	10 00	12 00	1¼ flooring, rough	16 00	18 00
Shipping cull stocks		14 00	1½ flooring, rough	16 00	18 00
Scantling and joist up to 16 feet		14 00	1¼ flooring, dressed		25 00
do up to 18 feet		15 50	1½ flooring, dressed		32 00
do up to 20 feet		16 00	1 flooring, dressed	21 50	23 00
do up to 22 feet		17 00	Beaded sheeting 1	25 00	30 00
do up to 24 feet		18 00	Picks, Am inspection	32 00	34 00
do up to 26 feet		19 00	Three uppers Am. In.		40 00
do up to 28 feet		20 00	XXX sawn shingles	2 60	2 70
do up to 30 feet		21 00	Sawn Lath		2 25
Cutting up plank 1¼ and thicker dry	20 00	25 00	Red Oak	20 00	25 00
Cutting up boards		20 00	White Oak	25 00	30 00
			Basswood No. 1. & 2.	16 00	20 00
			Cherry No. 1 & 2	60 00	70 00
			White Ash No. 1 & 2.	25 00	35 00
			Black Ash No. 1 & 2.	20 00	30 00

Ottawa, Ont.

OTTAWA, Sept. 30, 1890.

Pine, 1st qual., ₱ M.	$35 00@	40 00	Oak	$40 00@	100 00
" 2nd "	22 00	25 00	Walnut	60 00	100 00
" shipping culls	14 00	16 00	Cherry	60 00	80 00
" 4th qual. deals	10 00	12 00	Butternut	22 00	40 00
" mill culls	8 00	10 00	Birch	15 00	25 00
Spruce, ₱ M.	10 00	12 00	Maple, hard	20 00	21 00
Hemlock	9 00	17 00	Laths	1 80	1 90
Ash	13 00	18 00	Shingles,	1 50	3 00
Bass	12 00	20 00	" cedar	1 50	3 00

Montreal, Que.

MONTREAL, Sept. 30, 1890.

Pine, 1st qu'y ₱ M	$25 00@	35 00	Basswood	14 00	20 00
Pine, 2nd " "	20 00	25 00	Oak, per M	40 00	50 00
Pine shipping culls ₱ M	12 00	14 00	Walnut "	55 00	100 00
Pine, 4th quality deals ₱ M	9 00	11 00	Cherry "	65 00	80 00
Pine, mill culls, ₱ M	6 00	8 00	Butternut, per M	22 00	40 00
Spruce, per M	9 00	11 00	Birch, "	12 00	20 00
Hemlock, lumber	7 00	10 00	Spruce timber	12 00	15 00
Hemlock timber	12 00	14 00	Hard Maple "	20 00	22 00
Ash	13 00	20 00	1¼ Lath	1 25	
			Shingles, 1st, per M	3 00	3 25
			Shingles, 2nd, "	1 25	1 50

St. John, N. B.

ST. JOHN, Sept. 30, 1890.

Deals, Boards, Scantling, etc.

Spruce deals	$12 00		Spruce boards	12 00	
Pine "	15 00		Pine "	12 00@	40 00
Deal ends	6 00		Oak "		40 00
Scantling	10 00		Ash "	15 00@	25 00
			Hemlock "		7 50

Shingles.

Spruce, extra	$3 50		No. 1	1 25	
" clear	3 00		Pine	1 25	
" No. 1 extra	2 25				

Clapboards.

Pine, extra	35 00		Spruce, extra	24 00	
" clears	45 00		" clears	23 00	
" 2d clears	35 00		" No. 1	15 00	
			" No. 2	10 00	

Flooring. Dressed.

¾ in. No. 1	12 00		4 in., No. 1	12 00	
" No. 2	10 00		" No. 2	10 00	

Miscellaneous.

Staves	3 00@	4 50	Laths	1 80	
Heading 17 in. per pr.		03	Pickets	6 50@	15 00
" 18 in.	04½	05½	Railway ties		
" 22 in.	04½	06			

Vancouver and New Westminster, B.C.

NEW WESTMINSTER, Sept. 30, 1890.

Car load and ship rates according to assortment. Bridge and Wharf Plank and Timber.

10 to 40 ft. long, per M, net	$11 00
41 to 70 ft. " " " "	$12 00@15 00
Rough lumber, building material	11 00
" " Sized	12 50
" " Fir, Clear	17 50
" " Cedar, Bench or Selects	25 00
" " " " " D. D	30 00

1 in, 1¼ 1½x6 in.

T. & G. Edge, Grain and Dry	27 50
" " " Green	25 00
No. 1, Dry	22 50
" 1, Green	20 00
" 2, Dry	20 00
" 2, Green	17 50
Cut to length, extra per M	2 50
D. Dressed	2 50

1 in, 1¼ 1½x4 1.

Edge Grain, Dry	27 50
" " Green	25 00
T. & G. Edge Grain, Dry	25 00
No. 1, Dry	25 00
" 1, Green	22 50
" 2, Dry	20 00
" 2, Green	17 50
S. S. Planks for scows	17 50
D. D. cedar, verandah cover, any length	45 00
" " " cut to length	50 00
Shingles	2 50
Lath	2 25
D. D. clear Cedar	40 00@60 00
Pickets, rough	11 00

Five per cent. off above prices for cash with the order.
Delivery on scow to mouth of river.

20 M ft. and over	75c.	per M. ft
10 to 20 M ft.	$1.00	" "
Under 10 M ft	1.25	" "

Albany, N. Y.

ALBANY, N.Y., Sept. 30, 1890.

Hemlock.

Good, 1x10 in. each	14c.	2½x4, run, each	13
1x10 in culls	10	2x4, run each	10

Pine.

2½ in. and up, good.	$53 00@	55 00	10 in boards dressing and better	$28 00@	34 00
4ths	48 00	50 00	Common	15 00	20 00
Selects	43 00	45 00	12 in. boards dressing and better	29 00	36 00
Pickings	38 00	40 00	Common	15 00	22 00
1 to 2 in., good	49 00	50 00	1¼ inch siding, selected	40 00	45 00
4ths	44 00	45 00	Common	15 00	20 00
Selects	39 00	40 00	1 in. siding selected	38 00	42 00
Pickings	34 00	35 00	Common	13 00	18 00
1 in. good	50 00	55 00	Norway, selected	22 00	25 00
4ths	45 00	48 00	Common	12 00	15 00
Selects	40 00	43 00	10 in. plk. 13 ft. dressing and better, each	42@50	
Pickings	35 00	38 00	Culls	22	25
Shelving boards, 12 in. and up	26 00	32 00	10 in. boards, 13 ft., dress, & better each	28	33
Dressing bds. narrow	20 00	22 00	Culls 1¼x10	22	25
Sapping boards	16 00	18 00			
Box boards	14 00	17 00			

Shingles and Lath.

Shingles, shaved pine 2d quality		6 50	Shingles, cedar mixed	2 75	3 00
Sawed, extra	4 30	4 40	Lath, pine	2 00	
Sawed, clear butts	3 00	3 30	Spruce	2 25	
Cedar, XXX	4 00	4 20	Hemlock	1 75	

Buffalo and Tonawanda, N. Y.

BUFFALO, Sept. 30, 1890.

Norway

Clear, 1 to 2 in. all width	24 00	Common, 1 to 2 in. all widths	12 50
Dressing, 1 to 2 in. all widths	18 00	4x4, 5x5, 6x6 turning	22 00
		4x4, 5x5, 6x6 common	16 00

White Pine.

Up'rs, 1 to 4 in. 10 in	$42 00@	55 00	No. 2 cuts, 1 to 2 in and thicker	$16 00@	22 00
Sl'cts & Picks, 1 to 4 in	35 00	45 00	Dressing, 1 to 2 in	22 00	25 00
Fine common, 1 to 2 in. and thicker	31 00	33 00	Common, 1 to 2 in	14 00	17 00
No. 1 cuts, 1 to 2 in and thicker	26 00	27 00	No. 1 barn, 7 to 12 in	18 50	21 00
Mold strips, 1 to 2 in	30 00	32 00	No. 2 barn, 7 to 12 in	16 00	17 00
			Mill culls, 1 to 2 in	9 00	10 00

Shingles

XXX, 18-in.	$3 65@	3 75		Per M.
XX, 18-in, or C. D.	2 60	2 65	18 in. No. 2, or culls.	$1 25@1 40

16 inch Shingles.

XXX, sawed	3 10	Thick cut per square	2 50
C.B. "	2 35	XXX cut	2 25
No. 2 "	1 00	X cut	1 00
Thick cut	3 40	No 2 cut	55
XXX cut	3 15	XX	2 10
X cut	1 50	Dim. shingles, sawed, cut, or planed	4 25
No. 2 cut	70		
Fancy ends or butts	4 50		

Saginaw, Mich.

EAST SAGINAW, Sept. 30, 1890.

CARGO LOTS.

Uppers	36 00@	38 00	Norway	8 50@	10 00
Common	16 00	21 00	Box	11 00	11 50
Shipping Culls	9 00	11 00	Straight measure	12 50	20 00
Mill Culls					

YARD QUOTATIONS CAR LOTS DRY.

Siding.

Clear, 1½ in	23 00		C, 1½ in	17 00	
⅞ in	42 00		⅞ in	30 00	
Select, 1½ in	20 00		No. 1, ½ in	12 00	
⅞ in	39 00		⅞ in	19 00	

Finishing Lumber rough.

Three uppers, 1 in.	@45	00	Fine common, 1 in.	32	00
2, 1¼ & 1½ in	39	00	1¼ & 2 in.	33	00
Selects, 1 in.	37	00	C, 7, 8 & 9 in.	26	00
1¼ & 2 in.	38	00	Coffin Boards 16 in. & over	18	00

Joist, Scantling and Timber.

12 to 16 feet	10	00	20 feet	12	00
18 feet	11	00	24 "	13	00

Plank and timber, 12 inches wide, $1 extra.

Shingles.

XXX 18 in. Climax	3	50	18 in X (cull)		50
XXX Saginaw	3	35	XXX shorts	2	00
XX Climax	2	00	XX	1	25
18 in 4 in c. b	1	00			

Lath, and Pickets.

Lath, No. 1 white pine	2	00	Pickets, 2 to 2½ in, 3 to 4 ft. rough	15	00
" No. 2 "	1	50	Dressed	20	00
" Norway			1½ in. square, rough	18	00
			Dressed	25	00

New York City

NEW YORK, Sept. 30, 1890.

Black Walnut.

⅝ in. clear	$80 00@	82 00	Culls, 1 inch	$35 00@	36 00
1 and 1¼ inches	95 00	97 00	Culls, thick	36 00	37 00
1½ and thicker	100 00	105 00	Counter tops, 18 in. and over	110 00	150 00
Rejects	50 00	52 00			

Poplar, or White Wood.

⅝ in. 10 inches and over	25 00@	26 00	1 inch, 8 in. and over	30 50	31 50
¾ in. coffin boards	28 00	29 00	2½ and thicker	33 00	34 00
1 inch, 10 inch and over	31 50	32 00	Common 1 to 2 in	22 50	23 50
			Saps, 1 inch & thicker	26 00	27 00
			Culls, all thickness	15 00	16 00

Ash.

1 in. white	36 00@	37 00	Strips clear	27 00@	28 00
1¼ to 2 inch	38 00	39 00	Black ash, good	26 00	30 00
2½ to 4 inch	40 00	41 00	Black ash, com	18 00	19 00

Oak.

1 inch plain sawed	37 00@	39 00	5 inches and over	52 50@	53 00
1¼ to 2 inch	39 00	40 00	Thicker	54 00	55 00
Thicker	40 00	41 00	Strips under 6 in	42 00	44 00
Quarter-sawed, white, all clear			Dimension cut size	25 00	27 00

Cherry

1 inch	83 00@	85 00	2½ and thicker	95 00@	100 00
1 inch strips	40 00	42 00	Counter tops, 18 in. and over	110 00	115 00
1¼ to 2 inch	85 00	90 00			
Rejects	40 00	44 00	Culls, all thickness	16 00	18 00

Miscellaneous.

Chestnut, clear	33 00@	35 00	Hickery, old growth	50 00	55 00
Chestnut common	20 00	22 00	Hickery, 2nd growth	70 00	75 00
Basswood white	30 00	32 00	Elm	20 00	22 00
Basswood common	21 00	23 00	Sycamore	24 00	26 00
Maple, clear	28 00	30 00	Sycamore quartered	38 00	40 00
Birch, clear	32 00	35 00	Gum	35 00	37 00
Birch, 1s and 2s	26 00	30 00	Butternut	45 00	50 00
Cottonwood	21 00	22 00	Sycamore dressed fig	24 00	25 00

Boston, Mass.

BOSTON, Sept. 30, 1890.

Western Pine—by car load.

Uppers, 1 in	$48 00@	50 00	Fine com., 3 & 4 in	42 00@	46 00
1¼, 1½ & 2 in	48 00	50 00	No 2, 1 in. Fine com.	28 00	30 00
3 & 4 in	55 00	60 00	1¼, 1½ & 2 in	29 00	31 00
Selects, 1 in	42 00	43 00	No. 1 strips, 4 to 6 in	40 00	43 00
1¼, 1½ & 2in	43 00	45 00	No. 2	35 00	37 00
3 & 4 in	45 00	50 00	No. 3	24 00	26 00
Moulding boards, 7 to 11 inch clear	36 00	38 00	Cut ups, 1 to 2 in	24 00	30 00
60 per cent clear	34 00	36 00	Coffin boards	15 00	22 00
Fine common 1 inch	36 00	38 00	Common all widths	22 00	26 00
1¼, 1½ & 2 inch	38 00	40 00	Shipping culls 1 in	15 00	15 50
			do 1¼ in	15 50	16 50

Eastern Pine—Cargo or Car Load.

Nos. 1, 2 & 3	40 00@	43 00	Clapboards, 4 ft., sap clear	40 00	45 00
4	28 00	30 00	Sap, 2nd clear	33 00	35 00
5	23 00	26 00	Heart extra	50 00	55 00
Ship'g bds & coarse	16 00	16 50	Heart clear	45 00	50 00
Refuse	12 00	13 50	Bevel siding 6in, clear	23 00	24 00
West'rn pine clapbds 4 ft. sap extra	45 00	50 00			

Spruce—by Cargo.

Scantling and plank, random cargoes	14 00@	15 00	Coarse, rough	12 00	14 00
Yard orders, ordinary sizes	15 00	16 00	Hemlock bds., rough	12 00	13 00
Yard orders, extra sizes	15 00	18 00	" " dressed	12 00	14 00
Clear floor boards	19 00	20 00	Clapbds., extra, 4 ft.	38 00	40 00
No. 2	16 00	17 00	Clear, 4 ft.	35 00	37 00
			Second clear		25 00
			No. 1	10 00	14 00

Lath.

Spruce by cargo	2 10@	2 20			

Shingles.

Spruce	1 25@	1 50	Cedar, sawed, extra	3 25	3 50
Pine, 18 in. extra	4 00	4 25	Clear		3 00
Pine, No. 1	3 00	3 15	Extra, No. 1		2 50
			Cypress, No. 1, 18 in.		5 00

Oswego, N. Y.

OSWEGO, Sept. 30, 1890.

Three uppers, 1¼, 1½ & 2 inch	$43 00@	45 00	Pickings, 1¼, 1½ & 2 in	35 00	36 00
No. 1 cutting up, 1¼, 1½ & 2in.	30 00	31 00	No. 2 cutting up, 1¼, 1½ & 2in	19 00	21 00
1 in strips, 4 to 8 wide, selected for moulding strips, 14 to 16 ft.	31 00	33 00	1x6 selected for clapboards	32 00	34 00

Siding.

1 in siding, cutting up			1¼ in selected	35 00@	40 00
piks & uppers	30 00@	39 00	1¼ in dressing	17 00	19 00
1 in dressing	19 00@	21 00	1¼ in No. 1 culls	14 00	16 00
1 in No. 1 culls	14 00@	16 00	1¼ in No. 2 culls	13 00	14 00
1 in No. 2 culls	13 00@	14 00	1¼ in No. 3 culls	9 50	10 00

1x12 Inch.

12 & 16 ft, mill run	20 00		23 00		
12 & 16 ft, No. 1 & 2, barn boards	18 00		19 00		
12 & 16 ft, dressing and better	26 00		30 00		
12 & 16 ft, No 2 culls			1500		

1x10 Inch.

12 & 13 ft, mill run, mill culls out	19 00		20 00		
12 & 13 ft, dressing and better	25 00		27 00		
12 & 13 ft, No 1 culls	16 00		17 00		
12 & 13 ft, No 2 culls	14 00		15 00		
14 to 16 ft, mill run mill culls out	20 00		22 00		
14 to 16 ft, dressing and better	25 00		27 00		
14 to 16 ft, No. 1 culls	16 00		17 00		
14 to 16 ft, No. 2 culls	14 00		15 00		
10 to 13 ft, No. 3 culls	9 50		10 00		

1 1-4x10 Inches.

Mill run, mill culls out	20 00@	23 00	No. 1 culls	16 00@	17 00
Dressing and better	25 00	30 00	No. 2 culls	14 00	15 00

1x4 Inches.

Mill run, mill culls out	17 00@	19 00	No. 1 culls	13 00@	14 00
Dressing and better	23 00	27 00	No. 2 culls	11 00	12 00

1x5 Inches.

6 7 or 8, mill run, mill culls out	19 00@	21 00	6, 7 or 8, No. 1 culls	15 00@	16 00
6, 7 or 8, drsg & better	24 00	28 00	6, 7 or 8, No. 2 culls	13 00	14 00

Shingles.

XXX, 18 in pine	3 60@	3 80	XXX, 18 in cedar	3 40@	3 70
Clear butts, pine, 18 in.	2 60	2 80	Clear butt, 18 in cedar	2 40	2 70
XXX, 16 in pine	3 10	3 20	XX, 18 in cedar	2 00	2 10
Stocks cedars, 5 or 6 in.		5 00			

Pickets.

No. 1, 1¼x1¼		15 00	No. 2, 1x3	9 00	10 00
No. 1, 1x3		20 00			

Lath.

No. 1. ¼		2 00	No. 2, 1 1-4		1 80
No. 1 1-4		1 60			

OUR TIMBER EXPORTS TO BRITAIN.

The following cargoes of Canadian wood have been reported at various United Kingdom ports since our last issue.

AVONMOUTH— Indrani, Montreal, 14,652 deals, boards and ends.

BARROW—Hermann, Bathurst, 25,724 deals and scantlings.

BEAUMARIS—Prinz Fredrich Carl, Halifax, 12,174 deals and battens, 1,565 birch planks.

BELFAST—Demitra, Campbellton, 15,637 deals. Kaja, Richibucto, 14,147 deals. Mizpah, Newcastle, 21,988 deals and ends. Guldfaxe, Miramichi, 19,625 deals and ends, 6,000 palings. Harve, Miramichi, 30,664 deals. Hestia, Quebec, 13,973 deals, 27 pcs. elm, 25 pcs. birch, 168 pcs. hewn fir. Havfruen, Bay Verte, 11,184 deals. Kong Karl, Bay Verte, 17,146 deals. Norma, Bay Verte, 13,325 deals. Algeria, St. John, 17,669 pcs. sawn fir Irene, Miramichi, 12,593 deals and ends. Sigrid, Quebec, 95 pcs. hewn oak, 165 pcs. hewn n. o. e., 808 pcs. hewn fir, 3,991 pcs. sawn fir. Adelgunds, Quebec, 10 pcs. hewn n.o.e. Bertha, Pugwash, 15,679 deals and scantlings. Oliver Emery, St. John, 19,170 deals and ends. Saranak, River Quelle, 30,995 pcs. sawn fir.

BRIDGWATER—Buffalo, Bathurst, 13,234 deals. Gorilla, Shediac, 14,428 deals, scantlings and ends.

BRISTOL—Ontario, Montreal, 4,954 pine deals, 361 pine ends. Linda Park, Montreal, 12,965 deals, boards and ends, 73 pcs. birch. Indrani, Montreal, 6,563 deals, 2,380 ends, 5,781 boards. Saratoga, Quebec, 2,089 pine deals, 3,279 pine ends, 55,100 spruce deals, 231 spruce ends, Octavia, Quebec, 172 pcs. oak timber, 950 pcs. white pine timber, 1,539 deals. Texas, Quebec aud Montreal, 300 cs. splints, 1,044 deals.

CARDIFF—Venezian, St. John, 27,217 deals. Cambay, Quebec, 89 pcs. hewn elm, 56 pcs. hewn birch, 262 pcs. hewn fir, 2,925 deals, 1,786 staves, 80 lds. oak. Ida B., Miramichi, 31,398 deals. Admiral, West Bay, 22,022 pcs. sawn fir. Elma, Miramichi, 24,587 deals. Charles, Three Rivers, 21,003 pcs. fir wood. Polynesian, Quebec, 199 pcs hewn oak, 53 pcs hewn elm, 148 pcs. hewn birch, 1,212 pcs. hewn fir, 9,219 pcs sawn fir, 812 pcs. oak split. Charles, Quebec, 2,651 pcs. sawn fir, 253 pcs hewn oak, 38 pcs hewn fir, 5,548 deals. Ricordo, Chatham, 27,516 deals. Cambay, Quebec, 8,097 deals. Polynesian, Quebec, 3,600 pcs. oak.

CARNARVON—Somerset, Dalhousie, 6,311 deals, 9,018 pcs. birch. Emanuel, New Richmond, 39 pcs. hewn fir, 8,435 deals, 629 deal ends.

CORK—Arbitrator, St. John, 6,483 fir deals, 1,042 deal ends. Able, Quebec, 20,900 deals, battens and ends. Skibladner, Quebec, 13,488 deals and ends. Arklow, St. John, 22,564 deals. Etta Stewart, St. John, 24,361 deals and battens. Tharngy, St. John, 13,316 deals, battens, and ends. Vanveen, St. John, 12,606 deals, 6,820 battens and nds.

DUBLIN—Huaro, Quebec, 77,028 deals and ends. Anna, Bathurst, 39,214 deals and boards. G. S. Perry, St. John, 20,984 deals.

DUNDALK—Rival, St. John, 9,931 deals, battens and ends. Hermod, Quebec, 13,914 deals and battens.

FLEETWOOD—Sphynx, Quebec, 851 pcs. hewn fir, 17,150 fir deals. Rex, Shediac, 12,126 fir deals, 1,662 fir boards. Venner, Campbellton, 9,583 fir deals, 1,380 birch deals. Brodrene, Sherbrooke, 7,998 deals and ends. Gladstone, Quebec, 8,628 deals and boards, 631 pcs. hewn fir wood, 84 pcs. hewn oak, 44 pcs. hewn elm, 51 pcs. hewn cherry, 48 pcs. hewn hickory. Fry. Bay Verte, 19,987 deals. Agatha, Bay Verte, 13,125 deals and battens. Gessoner, Miramichi, 22,109 deals and battens. August, Halifax, 11,546 pcs. sawn fir. Sigdal, Halifax, 14,278 deals. Johanne, West Bay, 26,964 deals. Larnica, St. John, 47,010 fir deals. William, Jordan River, 17,822 deals and ends. Skien, West Bay, 20,824 deals.

GLOUCESTER—Bride, Miramichi, 30,517 fir deals. Oscarsburg, Buctouche, 8,740 fir deals.

GALWAY—Elgin, St. John, 16,637 deals.

GLASGOW—Siberian, Montreal, 8,934 deals. Amarynthia, Montreal, 5,018 staves, 9,445 deals, 1,547 pcs. oak lumber. Gairloch, Montreal, 41,419 deals, 595 logs waney, 24 logs elm. Ardangorm, Montreal, 36,369 deals, 3,699 ends. Rosarian, Montreal, 8,818 deals, 318 logs pine. Concordia, Halifax and Baltimore, 5,189 bdls. spoolwood, 902 pcs. oak lumber, 731 oak planks, 1,489 walnut squares, 56 whitewood planks, 4,400 staves, 27 walnut logs,

GREENOCK—Dictator, Quebec, 970 pes. white pine, 167 pcs oak,, 111 pcs. elm, 159 pcs. birch, 50 pcs. ash, 2,165 pine deals, 792 pcs. spruce, 433 spruce ends, 1,509 pine ends. Cleveland, Quebec, 103 pcs. maple, 91 pcs. ash, 737 pcs. waney white pine, 73 pcs. square white pine, 67 pcs. elm, 2,579 pine deals, 1,141 spruce deal ends, 3,828 ppe staves, 176 pcs. oak. Bernadotte, Quebec, 273 pcs. oak, 80 pcs. elm, 695 pcs waney pine, 7,097 spruce deals, 1,501 spruce ends. W. G. Russell, Quebec, 45 pcs. oak, 87 pcs. elm, 81 pcs. ash, 350 pcs. red pine, 50 pcs. square white pine, 74 pcs. waney waney pine, 2,214 spruce deals, 904 spruce ends 834 red deals, 457 pcs. waney white pine, 193 pcs. birch.

HULL—Ripon City, Montreal, 19,434 deals, 4,440 boards.

LEITH—Barcelona, Montreal, 46 pcs ash, 20 pcs. walnut, 89 pcs hewn fir, 67 pcs. hickory, 69 pcs birch, 957 deals.

LLANELLY—Flora, Picton, 9,701 pcs. sawn birch, 2,379 pcs. sawn fir.

LIVERPOOL—Hovding, Bathurst, 19,298 deals and battens, 1,675 scantlings, 4,458 deal ends, 17,677 boards. Edda, Sheet Harbour, 11,432 heals and battens, 1,414 boards and battens, 1,576 deal ends. Emil, Drammen, 239,050 staves. Harmonic, Bay Verte, 2,346 deals and battens, 1,620 deal ends. Abrota, Tornea, 25,251 deals, battens, and boards, 43 fms. firewood. Corean, Montreal, 7,457 deals. Scaw Fell, St. John, 45,357 deals and battens, 3,403 scantlings, 15,182 ends, 5,733 boards. Kobe, Halifax, 9,400 deals, 663 deal ends. Nevada, New York, 3,492 bdls. staves. Portena, Chicoutimi, 10,222 spruce deals, 2,177 pine deals, 1,586 pine deal ends. Chapman, Quebec, 15,191 spruce deals, 1,596 spruce ends. Drafn, Bay Verte, 11,410 deals and battens, 1,021 scantlings, 1,340 deal ends, 748 deals. Lake Huron, Montreal, 1,473 deals, 7,734 boards, qty. deals and ends, 3,243 deals, 537 oak planks, 11,272 boards. Vancouver, Montreal, 3,760 boards, 3,494 bdls. palings, 6,769 deals and ends. Brodrene, Shediac, 11,550 deals and battens, 820 scantlings, 921 ends, and 960 boards. Ansgar, Campbellton, 7,193 spruce and pine, 543 birch, and 2,976 spruce deals, 797 spruce and pine deal ends, 40 boards. Oscar, Bay Verte, 20,689 deals and battens, 1,376 scantlings, 2,405 deal ends, 955 deals. Roska, Quebec, 486 pcs. waney pine, 82 pcs. oak, 56 pcs. elm, 68 pcs. ash, 2,517 spruce deals, 1,116 deal ends. King's County, St. John, 59,787 deals and battens, 4,217 scantlings, 8,210 deal ends. Wasama, Halifax, 1,079 deal ends, 17,753 deals and battens. Mathilde, Miramichi, 17,649 deals, &c., 2,362 ends. Corsican, West Bay, 13,799 deals and battens, 500 scantlings, 994 deals. Pacific, Pugwash, 19,091 deals and battens, 2,038 deal ends. Gyfle, Gaspee, 2,989 spruce and 58 pine deal ends, 30,846 spruce and 516 pine deals, 5,670 spruce boards. Anna, Halifax, 7,280 spruce and 7,149 birch deals, 116 spruce and 464 birch ends. Lima, St. John, 67 pcs. sawn pine timber, 11,229 battens and deals, 381 scantlings, 3,500 deal ends, 710 pcs. birch timber, 133 pcs. white pine timber. Toronto, Montreal, 15,783 boards, 6,768 deals and ends. Circassian, Montreal, 6,601 deals, 641 cs. splints. Lake Nepigon, Montreal, 7,272 deals, 95 logs, 868 boards. Minerva, Bay Verte, 14,969 deals, 734 scantlings, 936 deal ends. River Garry, Montreal, 22,828 deals, 3,467 ends, 12,106 boards. Vidfarne, Bay Verte, 16,714 deals and battens, 1,137 scantlings, 1,372 deal ends. Aram Young, St. John, 22,397 deals and battens, 2,857 deal ends, Lake Ontario, Montrel, 3,540 deals, 2,856 boards, qty. lumber. St. Joseph, Quebec, 18,773 deals, 1,981 deal ends, 1,458 pcs. birch, 58 pcs. waney pine, 50 pcs. square waney pine timber, 12,154 spruce deals, and 1,802 spruce deal ends. Theodor Korner, Parrsboro', 30,091 deals and battens, 5,310 deal ends. Sardinian, Montreal, 2,288 deals, from Quebec 456 cs. splints, 4,274 pine boards, 5,884 spruce deals. Carislan, West Bay, 13,799 deals, 994 ends, 506 scantlings. Engelbrekt, Musquash, 17,159 deals, 2,258 scantlings, 3,478 ends. Sif, Quebec, 67 oak logs, 754 pine logs, 3,501 pine ends. King Cenric, Quebec, 551 waney pine, 235 square pine, 190 oak, 215 elm, 26 cherry logs, 1,801 pine deals, 1,862 ends, 3,579 spruce deals. Cashmere, Quebec, 199 oak, 186 elm, 755 pine, 75 ash, 3 hickory, 1 tamarac, 1 birch, 1 basswood logs, 1,846 pine deals, 11,892 spruce deals, 2,608 ends. Kedron, Parrsboro', 32,747 spruce deals, 3,042 ends, 4,073 birch deals. Iowa, Quebec, 47 pcs. oak, 91 elm, 770 pine logs, 2,849 spruce deals, 800 pine deal ends. Lake Winnipeg, Montreal, 5,342 deals, 12,348 boards. Oregon, Montreal, 2,288 boards, 11,938 deals, 9,265 boards, &c. Alette, Bay Verte, 23,184 deals, 2,579 scantlings, 2,783 ends. Polynesian, Quebec, 2,941 pine boards, 4,394 deals, 1,914 boards. Ariel, Parrsboro', 25,829 deals, 456 scantlings, 2,111 deal ends. Ferdinand, Parrsboro', 34,830 deals and battens, 1,112 deals, 1,751 scantlings, 1,851 deal ends.

LONDON—Arizona, Quebec, 47,041 deals, 4,284 ends, 7,200 staves. Bucephalus, Quebec, 35,799 deals, 2,011 ends. Valborg, Quebec, 4,625 pine and 21,879 spruce deals, 132 pine boards, 2,534 ends, 188 pcs. oak, 66 pcs. elm, 7,200 staves. Ashbourne, Montreal, 12 pcs. birch, 12 pcs. pine, 81 pcs. ash, 32,952 deals, 6,289 ends. Derby, Quebec, 2,103 pine and 30,124 spruce deals, 2,640 deal ends. Sophie, Quebec, 3,077 pine and 40,123 spruce deals 5,696 deal ends. Harald Haarfager, Quebec, 110 pcs. oak, 80 pcs. elm, 386 pcs. ash, 51 pcs. birch, 5,870 pine and 3,883 spruce deals, 218 pcs. pine, 1,200 ends, 11 pcs. walnut. Bona, Montreal, 1,000 stds. deals. Plessey, Montreal and Quebec, 166 pcs. ash, 484 cs. birch, 15,350 birch planks, 23,852 deals, 4,192 deal ends, 213 pcs. walnut, 4 pcs. maple. Damara, Halifax, 1,346 cs. splints, 1,551 doors, 148 pcs. birch, 12,805 deals. Chrysolite, Quebec, 37 pcs. oak, 301 pcs. elm, 250 pcs. ash, 14,452 pine and 7,835 spruce deals. Storm King, Montreal, 1,572 ends, 14,209 pcs, ends, 152 pcs. timber. Queen of the North, Quebec, 137 pcs. ash, 37 pcs. pine, 215 pcs. birch, 100 pcs. oak, 4,321 deal ends, 24,255 pcs. spruce. 895 pine deals. Ludvig Halberg, Saguenay, 26,677 spruce deals, 1,398 spruce deal ends, 3,220 palings. Glengairn, Quebec, 18,570 spruce and 2,763 pine deals, 8,494 pcs. ash, 2,774 pcs. birch. Ruth, Weymouth, 11,912 birch squares, 8,965 planks and ends, 2,514 deals and ends, 402 logs birch. London, Montreal, 268 ash ends, 45,445 pine and 27,789 spruce deals, 41 spruce ends, 2,798 battens, 8,830 deal ends. Princess, Montreal, 51,040 spruce deals, 5,462 deal ends. Mondego, Montreal, 30,098 deals. Rydal Holme, Montreal, 744 stds. deals. Palmas, Montreal, 67,202 pine deals, 9,428 pine end deals. Jordan, Montreal, 814 stds. deals, 51 stds deal ends. Sarnia, Montreal, 1,621 deals, qty. deals, ends, scantlings, and strips. Avonmore, St. John, 934 stds. deals. Adamantine, St. John, 1,084 bdls. spoolwood. Cameo, St. John, 57,889 deals and battens, 2,798 scantlings, 11,973 deal ends, 3,871 boards. Engelbrekt, Musquash, 17,159 deals and battens, 2,258 scantlings, 3,478 deal ends. Brazillian, Quebec, 1,123 cs. splints. Gerona, Montreal, 124 pcs. timber, 16,733 deals. Erl King, Montreal, 9,554 deals, 1,769 ends. Rydal Holme, Montreal, 744 stds. deals. Mareca, Montreal, 4,364 ends, 45,726 deals. Johanna, Matane, 3,323 ends, 41,803 deals. Ocean King, Montreal, 12,796 deals, 473 deal ends. Forest Holme, Que., 6,943 pcs. wood, 7,727 deals, 4,163 deal ends.

LIMERICK—Hugin, St. John, 13,691 spruce deals. T. H. Schwensen, St. John, 12,499 spruce deals and ends.

LONDONDERRY—Ornen, Miramichi, 17,390 deals and ends. Crown Jewel, St. John, 1,030 lds. sawn fir.

LANCASTER—Emilie, Halifax, 15,735 deals and ends.

NEWRY—A. O. Vinje, Chatham, 10,926 deals, battens, and deal ends.

NEWPORT—Alku, St John, 1,020 lds. deals and battens. Aquilia, Quebec, 31,795 deals and ends.

PLYMOUTH—Libert, Miramichi, 16,599 pcs sawn fir. Nicolette, Quebec, 73 pcs. hewn oak, 196 pcs. hewn elm, 50 pcs. hewn birch, 10 pcs. hewn ash, 320 pcs. hewn fir, 13,966 pcs. sawn fir, 1,017 staves.

PORTSMOUTH—Ringhorne, Quebec, 515 pcs hewn fir, 1,967 fir deals. Elida, Soderhamn, 11,093 deals, battens, and boards. Plymouth Rock, Quebec, 117 pcs. hewn elm, 576 pcs. hewn fir, 1,479 deals.

QUEENSBOROUGH—Kalliope, Quebec, 112 pcs. hewn elm, 460 pcs. hewn pine, 2,071 pcs. sawn pine, 5,212 pcs. sawn fir.

RAMSEY (Isle of Man)—Ernst and Maria, Dalhou[illegible] pcs. hewn fir, 9,134 pcs. sawn fir.

SWANSEA—Annie Elizabeth, Pictou, 5,678 pc[illegible] Churchstow, Montreal, 13,679 pcs. sawn fir. An[illegible] Pictou, 6,375 pcs. sawn birch. Mark Twain [illegible] 529 pcs. sawn fir, 2,867 pcs sawn birch. Sea, [illegible] 137 deals and battens, 2,391 deal ends.

SLIGO—Moss Rose, St. John, 14,533 deals.

SOUTHAMPTON—Plymouth Rock, [illegible] hewn elm, 13 pcs. hewn fir, 13,763 [illegible] Quebec, 4,450 pcs. sawn fir. Kinghorne, Quebec, 334 pcs. hewn oak, 16 pcs hewn oak.

SUNDERLAND—Elphinstone, Quebec, 234 pcs. hewn oak, 23 pcs. hewn hickory, 53 pcs. hewn elm, 24 pcs. hewn ash, 133 pcs. hewn birch, 477 pcs. hewn white pine, 142 pcs. hewn fir, 1,558 deals. Hero, Quebec, 49 pcs. hewn oak, 77 pcs. hewn elm, 10 pcs. hewn ash, 240 pcs. hewn birch, 35 pcs. red pine, 429 pcs. hewn fir, 2,914 deals and deal ends.

TROON—Messina, Halifax, 7,958 deals and ends. Margaret Mitchell, Matane. 55,615 pcs. sawn birch, 380 deals. Maggie Browne, Matane, 44,801 bdls. sawn birch, 300 deals.

TRALEE—Nico, St. John, 8,410 deals and ends. Belle Star, Chatham, 12,140 spruce deals. Ansio, Miramichi, 12,970 deals.

TYNE—Vikingen, Quebec, 7,171 pine deals, 974 pine deal ends.

YARMOUTH—Marianne Bertha Brunswick, 84 pcs. hewn fir, 298 pcs. sawn fir, 2,498 deals and boards. Deodata, Quebec, 87 pcs. hewn oak, 94 pcs. hewn elm, 3,345 deals, 2,891 deals and ends. Emily, Quebec, 14,219 deals and ends. Christiania, Quebec, 12,521 deals and ends. Heimdal, Quebec, 15,810 deals and ends.

WATERFORD—Frederick, St. John, 17,732 deals.

CASUALTIES.

While Frank Andis was engaged in rolling a log from the big slabber in the Big mill at Deseronto, Ont., his cant hook gave way and he fell back breaking his leg near the ankle.

Archie Brydon, while fixing the rope on the drum in Conlon's mill, at little Current, Ont., the key in the revolving shaft caught his coat and tore the right half of his coat and shirt completely off, pitching him seven feet on his head inflicting a severe scalp wound and a cut on his shoulder. He was picked up insensible.

Arthur Desaulmer, night watchman at Bulmer's mill, Rat Portage, Ont., was engaged replacing a displaced belt when his clothing got entangled and he was whirled around the shaft at a terrific speed. All his clothing and boots were torn from his body and he was badly bruised although no bones were broken.

A man named John Keller, of Peterboro', in the employ of Cook Bros. in their lumber camps in the Serpent River district, Ont., was killed by a falling tree Aug. 30th.

A young man named Abe Clark, head sawyer at Clark's saw mills, Windermere, Ont., had his head cut clean off by being dragged against the saw. He had been married only a short time and was only 28 years old. The mill had been in financial difficulties and the Clark's were making a fresh start.

A man by the name of Consineau, hailing from Gatineau Point, Ont., was recently drowned off a crib of timber that had been run through the Calumet slides. The timber belonged to Klock Bros. and is their last raft of the season.

Xavier Ducharme while on his way to Quebec on a raft, slipped on some cross pieces and fractured his left arm at the elbow.

PUBLICATIONS.

The Toronto *Saturday Night* is among the most valued of our exchanges, and is a happy medium between the orthodox religious and the practical lumber journals which adorn the editor's table. This literary and society journal always contains something new and crisp, and is a credit to the good taste of its thousands of Canadian readers. The Sheppard Publishing Co., Toronto, are the publishers, to whom all communications should be addressed.

THE Ontario government has decided to discontinue the permit system, not only in connection with pine timber, but also including burnt timber. It has been the policy heretofore to put burnt timber limits in the market as soon after the fire went through it as possible, but this has it seems been found to work to the detriment of the government. No more will be sold by tender, nor will permits be granted to cut it.

THE NEWS.

ONTARIO.

—Thunder Bay River is a solid jam of logs for forty miles.

—Segrist & Wright, saw mill men, at Colpoy's Bay, have gone out of business.

—The Lumber Department of the Rathbun Company shipped 95 cars of lumber during August.

—Mr. Charles Eagle is fitting up his saw mill at Balaclava with the view of increasing his business.

—Lumbering operations at Thessalon will soon commence and promises to be as extensive as last year.

—The mill men of Rat Portage will have to procure a large portion of their logs from the States for next summer's cut.

—The Hawkesbury Lumber Company sent a gang of twenty men last week to work on the Du Moine the coming winter.

—W. C. Edwards & Co. left for Kippawa limits Sept. 9th with a gang of men. Wages paid from $9 to $16 per month.

—Mr. Peter Shaw is erecting a second shingle mill at Clear Lake. He will shortly close his mill at Novar for the winter.

—Messrs. Jas. MacLaren & Co., of Ottawa, have been compelled to shut down their mills for a few days owing to the scarcity of logs.

—A gang of one hundred men have been hired by Messrs. Davis & Hay, of Toronto, to work on their limits in the upper Nipissing district.

—David Sicklesteel's saw mill, at McGregor, has commenced running. He has 40,000 feet ready to cut and teams are busy hauling in more logs.

—Klock Bros'. raft passed through the Chaudiere slides on Sept. 6th, and is the last of the season, which closes comparatively early this year for rafts.

—E. Whitham recently rafted 452 pieces of oak from Midland, Ont., to Bay City. It was for Wheeler's ship yard, and the trip was made in four weeks.

—A raft owned by the Colinsby Rafting Company, and in tow of the tug Traveller, ran ashore on one of the Brother islands during the gale on Aug. 29th.

—It is said several mills in the neighborhood of Waubaushene will shut down because neither cars nor engines can be procured to take the lumber to market.

—Shingles, wood, poles, etc., are being shipped from Fesserton and more would be if cars were more plentiful. Orders have to be cancelled for want of them.

—The steam mill of the Conger Lumber Co., Parry Sound, has been closed down for a time owing to the piling ground being all filled up. Lumber shipments have been very slack of late.

—William Clubb is charged with stealing logs belonging to the Parry Sound Lumber Co. from the shores of the Sound and selling them after cutting off the ends. He has been committed for trial.

The Minnesota & Ontario Lumber Company, of Rat Portage, have met their men half way by reducing the hours of labor to 10½ hours per day. The other mills it is said will likely follow suit.

—The Madawaska drive is all at the mouth, and there is supposed to be about 160,000 logs yet to boom out, but so far as the lumbering is concerned the output will be very much short of last year.

—Canada, last year, exported over $30,000 worth of wood ashes, not to say anything of the quantity that must have been used in the manufacture of pot and pearl ashes, of which over $100,000 worth were exported.

—Since the completion of the slip, and the laying of 1,500 feet of new docks, the C. P. R. is fostering the lumber transfer business at Owen Sound, and several very large consignments have arrived recently.

—Notwithstanding the large quantity of square timber that must of necessity be carried over, some work will be done in that line during the winter in the Ottawa district; 2,000,000 feet will probably be the limit.

—The shipping of lumber from Ottawa to local points has been pretty brisk of late and considerable difficulty has been experienced by the lumbermen in procuring cars. The supply of cars is hardly equal to the demand.

—J. F. Cock, of Maidstone Cross, has opened a wood yard in Windsor, and is contemplating doing the same at Walkerton. Mr. Cock does his own shipping and has superior advantages for handling wood in large quantities.

—The Deseronto Car Works are about to build a new kind of platform roller car to be used about the yard of the Rathbun Company. These cars are made with a turning platform on which are rollers so that a load of lumber will be pushed off the car in a moment, thereby not detaining the car or the loss of time in handling each piece.

—The Midland & North Shore Lumber Company, of Parry Sound, has commenced the manufacture of and is dealing in every description of dressed lumber, mouldings, doors, sash, blinds, newell posts, ballusters, hand rails, &c.

—The British Columbia Exhibit Association had some fine specimens of timber at the Toronto Exhibition. The Royal City Planing Mills, of Vancouver, had on exhibition some splendid samples of the product of their mills.

—The tugs Resolute and Superior, plying on the Georgian Bay, have done good work this season. They have towed some 22,000,000 feet for the mills at Midland, besides seven or eight million feet for Burton Bros., Byng Inlet.

—A big raft of logs belonging to the C. Beck Manufacturing Company, Penetanguishene, broke loose from its moorings across the bay last week and went ashore at the North-West basin. It took considerable work to fetch them back.

—Mr David Gillies, of Carleton Place, in a conversation the other day is reported as saying that he intended beginning cutting early on Lake Temiscamingue and the Coulongue, but reports that extremely little timber will be cut all over this winter.

—The official return of exports from the Dominion during July show that exports of the products of the forest headed the list, the value being $4,099,940, while the forest products of the United States shipped through Canada reached in value $246,000.

—The Emery Lumber Company, composed of Bay City and Saginaw parties, will cut 30,000,000 feet of logs the coming winter on Wahnipetae river in Canada. A portion of the logs will be sawed on the Saginaw River and another portion at Tawas.

—The C. Beck Manufacturing Co., at Penetanguishene, has a gang of men on the Tonawanda Lumber Co's. limits up the North Shore cutting logs for the company for next year's sawing. They get the logs out in full tree lengths, to cut into long timber and bill stuff at the mills.

—The Georgian Bay Lumber Company, at Waubaushene, have finished shipping their square timber, having shipped fourteen hundred cars, or eight million feet. Several barges are loading at the dock and at the Severn with lumber for the States, one of which takes over five hundred thousand.

—William Mackey, of Ottawa, has sold part of his rafts at Quebec, and although the price did not exceed 27 cents, he cleared himself with a small margin of profit from the fact that he only paid $12,000 for his limit, years ago, which would quickly sell, at the rates paid for limits last fall, for $300,000.

—The Madawaska drive is all at the mouth. and there is supposed to be about 160,000 logs yet to boom out, but so far as the lumbering is concerned the out-put will be very short of last year. McLachlin Bros., of Arnprior, expect to have nine shanties this winter; last winter they had fifteen and a number of jobbers.

—The property known as the Sparling Estate, at Pembroke, consisting of planing mill, sash and door factory, etc., has been sold to Messrs. P. White, James Findlay (Beachburg) and James Stewart. These gentlemen do not intend to run the mill, but simply bought to protect their own interests and sell again.

—An old shantyman remarked the other day that it was quite noticeable that the class of men being engaged to go to the shanties this year were young and unexperienced men. "The fact of these being hired at low figures gives the older men no alternative but to sign on the same terms," the veteran woodsman remarked.

—G. W. Green & Son, of Kingsville, last week put their saw mill through a test to ascertain how much it could cut in a day. They turned out, in eight hours, 17,470 feet of inch lumber. Three hands were "bushed" in the forenoon, consequently they were short that much help in the afternoon. They used the gas for firing.

—The *North Star* of Parry Sound says:—"Times are likely to be very dull here this winter owing to the stagnation in the lumber market, and the probable effect of the McKinley tariff bill. Already, one of our mills has closed down and we understand that neither of the lumber companies intend to operate in the woods at all during the coming winter. This will mean no employment for at least three hundred men who have usually been employed in this place and neighborhood."

—In the matter of the Essex Land & Timber Co., doing business in Essex and Kent counties, an application having been made in Toronto to put the Company in liquidation under the "Winding-up Act," an order was made by Judge Robertson declaring the Company insolvent and liable to be wound up, and another made referring to a master to appoint an interim liquidator, &c. There are a large number of judgments against the Company.

—Mr. A. Waters, Harbor Master at Belleville, furnishes the following statement of the number of pieces of sawlogs, &c., brought down the Moira river and separated at the Belleville boom, during the season of 1890:—Saw-logs, 380,028; Railway Ties, 24,893; Jots, 47,867; Cedar, 13,578; Posts, 7,831; Timber, 422; Long logs, 1,361; Floats, 1,905; Tel. Poles or long Cedar, 2,461. Total, 480,346. The quantity of all kinds of stuff taken down the Moira this season is less than the last one by 208,025 pieces, consequently the revenue will be correspondingly less by about $870.92.

—Burton Bros., of Byng Inlet, and the Midland & North Shore Lumber Company, recently exchanged about a million feet of logs. Burton Bros. had that quantity of logs at Parry Sound, which had come down the Seguin and the M. & N. S. Co. had a large quantity of logs at Byng Inlet which they had to drive down the Maganettawan; both lots of logs were cut in the same township and were about the same quality, so by exchanging the logs they saved the towage bill, and also avoided the risk of possible loss while towing.

—Mr. Thackray's new saw mill at Ottawa contains many improvements, but one feature is entirely novel in Canada. This is the adoption of the Huyett & Smith system of drying lumber in a hot air vault. From the mill a flue conveys hot air across a yard to a cell or vault 60 feet by 16, and with a capacity of from eight to ten thousand feet of lumber. This vault is kept at a high record, and the heat is again conducted back by flues so as to form in winter the hot air apparatus for the upper stories of the mill. Pulley doors hang at each end of the vault, and a double line of steel rails run through it. The lumber is placed on low cars run in and left to dry, being moved out on the same cars. The second and third floors of Mr. Thackray's new mill will be used for factory purposes, it being intended to move the factory from Mount Sherwood at an early date. This is the first arrangement of this kind in Canada.

—Byng Inlet has three saw mills, two on the north side of the river, and one on the south. The lower mill belongs to the Georgian Bay Lumber Co., and has a cutting capacity of 10,000,000 to 12,000,000 feet yearly. The upper mill, belonging to the same company, has a cutting capacity of 14,000,000 feet. Between these at Byng Inlet North, Messrs. Burton Bros., of Barrie, have one of the finest gang and circular mills in the Dominion, having all the latest and most improved machinery obtainable. The average cutting capacity per day of 10½ hours is 106,000 feet, and will cut during the season about 15,000,000 feet. The cut this season, up to date, is nearly 9,000,000 feet, and the quantity shipped over 10,800,000 feet, mostly to the United States market. The number of hands employed at this mill is from 75 to 100, many of whom are from Vespra and other parts of the country. Everything is complete about the mill. There is a machine shop for doing all sorts of work, the need of which mill work makes possible. There is also a separate engine for dealing with fire, every house in the settlement being furnished with water and appliances to use the engine power when needed. Messrs. Burton Bros. have just completed a new burner, 30 feet in diameter, and about 90 feet above the level of the mill. The cost of the burner was a little over $6,000, and is a complete success.

—Mr. Thos. B. Tait, of Burk's Falls, is the owner of a shingle mill, situated on the 6th concession, along the railway track and south branch of the Maganetawan river. The remarkable features of the mill proper are its simplicity of construction and convenience of labor. At a ten to twelve feet raise the logs are drawn from the river at one end by a chain to the drag saw, where it is cut in proper lengths; these are pared and sawed into proper size for the shingle saws and thrown on to an elevating carriage to the floor above where a boy places them right and left convenient to the men who feeds the machines; the trimmers receive the shingles, trim and pass them to the sorters and they to the carriers, which conveys them to the packers below; the packers lift them from the packing machines and carry the bundles out at the opening opposite the receiving end of the building where they are carted to the loading track for shipment. The refuse carrier is constructed along the lower floor directly underneath and between the shingle mills and between the refuse makers on the lower floor, and extends to the burner pit with an endless chain movement. This finely arranged mill cuts fifty M shingles per day and employs seventeen hands who live and board at the farm. The mill drives its power from a thirty horse engine and boiler.

QUEBEC.

—Gilmour & Co's mills at Chelsea cut over 30,000,000 feet of lumber this season.

—At a meeting of the Quebec Timber Co., Limited, recently held at Edinburgh, Scotland, a resolution was submitted directing the affairs of the company to be wound up voluntarily.

—The goods from the wrecked steamer "Idahoe" were recently sold at auction, at Quebec, walnut logs bringing 80 cents per foot, ash 20 cents; birch 15 cents, cheese $1.80 per box.

—Mr. G. W. Vancor, of Knowlton, has bought from his son, Mr. Frank Vancor, the Knowlton Pump and Shingle Factory, for $4,250, and intends to give the business a new boom.

—As a shipping port Montreal is fast looming up. Large quantities of square timber are being shipped from that port this year. The general export business is reported as being good this season and likely to remain so. Freights are plentyful, but rates are low.

—The Quebec government has sent out a party to explore the unsold timber limits on the Upper Ottawa. The party is composed chiefly of Indians under the control of Mr. J. B. Charleson, superintendent of forest ranges for Quebec province, who will go north to the waters at the head of Hudson Bay, and it is expected that new and rich fields of timber will be discovered. The exploration will take about three months.

NEW BRUNSWICK.

—The mill of W. H. & G. Rourke at St. Martins has shut down owing to the low price of deals.

—Carr Bros., whose mill at Canterbury station, York county, was recently burned, have put up a new one, and put in a 60-horse power engine and boiler.

—Gibson's drive, or a portion of it, was not got all the way down the Nashwaak last spring. A recent heavy rain sent the river up with great rapidity, and these logs came down with a rush, saving Mr. Gibson, it is said, fully $1,000.

—A Cushing & Co., of St. John, shipped a cargo the other day to South America, but it was bought by two young speculators, one an American and one and Englishman, who also bought the schooner which took the cargo for service on River Platte.

—Martin Lanigan & Co., of Kingston, Kent county, have been fined $20 for putting sawdust and other rubbish in the stream. For a second offense the party is liable to a fine of from $50 to $200. The fishery officer declared his determination to see the law fully enforced.

—A lot of shingles were recently shipped from St. John to the West Indies as part cargo of the steamship Loauda of the Canada and South American line. This line of steamers is an experiment under Dominion subsidy, and only one vessel has thus far been placed on the route.

—A leading Fredericton merchant says there has been less money in circulation in that town during the last two months than for the like period for many years. The principal cause assigned is that large operators are holding their lumber for better prices, some of them even affecting loans on lumber to carry them over the present depression.

—The Fredericton Boom Company reports that up to Sept. 1st it had rafted 107,000,000 feet of logs and that fully 45,000,000 yet remained. D. Glasier & Sons brought 2,249 joints to St. John last week. The river has risen considerably recently. There were rafted last week at the Douglas boom 1,281 joints, at the Mitchell boom 1,050 and at the Sterling boom 642. The Nashwaak lumbermen have been enabled to get all their loose timber in, that stream having risen several feet, and the business along it has been resumed.

—One of Leary's rafts went to pieces along the shore. The other left Portland, Me., Sept. 1st, and finally arrived safe at Vineyard Haven. A Maine paper says:—"It is about time that something was done to stop the long-raft performances of James D. Leary. His attempts to get big collections of piling to New York are interesting, but at the same time a menace to all coastwise commerce. Last Friday the smashup of one of his rafts scattered nearly 5,000 logs along the coast of Maine. Somebody is bound to suffer from this and the business should be shut off."

NOVA SCOTIA.

—A syndicate has purchased from Benjamin Young all his lumbering property in Cumberland, his vessels and both of his mills, for about $180,000. The business will be conducted under the name of Young Bros. & Co.

—The loss by the destruction of A. Robb & Sons' foundry at Amherst, by fire, is $50,000; insurance only $13,500. Several loaded cars belonging to the Intercolonial were partially burned and two houses destroyed. Sixty men are thrown out of work.

—Messrs. Palmer, Crossman & Laws have established a new foundry and machine shop at Amherst, where they will manufacture rotary saw mills, shingle, lath and clapboard machines, etc.

—Jacob Bingay, of Yarmouth, whose mill near Meteghan was recently burned, has ordered a heavy rotary mill from Ontario. His old mill was a model, no expense being spared to make it first-class in construction and appearance.

—Messrs. E. D. Davison & Sons, of Bridgewater, have shipped so far this season 7,000,000 feet of lumber, five millions from Port Medway, and two millions from Bridgewater. The latter place is fast becoming a lumber centre, and when the La Have mills resume business, the output will be as large as ever before.

—Two lumber laden schooners, coming down the bay from Apple River, some days ago, were driven ashore. The crew of one made rafts of the deck load of deals, and managed to get ashore, but the three men and a girl on board the other were drowned. The vessels went to pieces. It was a wild night all along shore.

—There is a large export business in lumber done at Parrsboro. Last year the shipments of deals were 30,000,000 feet. This year it will be about the same. Twenty-five barques have already loaded in the West Bay roadsteed, and there are five barques now there loading. Messrs. Young & Son, of Newville, have finished sawing. Two other large shippers, Tucker and Miller, have filled all contracts for this season, but Capt. N. C. Nordly has still 5,000,000 feet on hand awaiting vessels. The deals are all lightered to West Bay, which keeps a number of woodboats going steadily.

MANITOBA AND NORTHWEST.

—A lumber yard is being opened at Crystal City, by Parr & King.

—G. M. Jackson has started a lumber yard at Poplar Point.

—J. R. Sutherland & Co., lumber dealers, Winnipeg, have dissolved.

—The lumber dealers of Selkirk west report a considerable increase in their trade lately.

—Thompson's new mill, at Rapid City, was recently tested and found to work satisfactory.

—Mitchell & Bucknell, of Millwood, are making preparations for a big cut in the bush for the coming winter and expect to drive 4,000,000 feet next spring.

—Christie, of Brandon, and Tait, of Birtle, have made arrangements to lease the saw mill at Birtle, Man., from the town council for the balance of the season, and will commence cutting lumber at once.

BRITISH COLUMBIA.

—The Mechanic's Mill Co., Ltd., saw mill and sash and doors, New Westminster, is gazetted for inspection.

—It is reported that the demand for lumber tonnage from British Columbia has fallen off somewhat, and prices have weakened.

—N. Slaught & Co., a Michigan firm who recently acquired timber limits in British Columbia, have purchased a mill site from M. M. English, at Steveston, near the mouth of the Fraser river, and intend erecting a mill of large capacity.

—A large iron steamship has been chartered to load lumber at the Moodyville mill, Burrard Inlet, for Melbourne, Australia. She will carry 1,500,000 feet. This is a new departure in the lumber trade, as heretofore only sailing vessels have been engaged in the export lumber trade of British Columbia.

—Forest fires of small dimensions are burning in several parts of the New Westminster district. It is noticed that the fires this summer are much smaller than in former years, but at the same time the destruction of valuable timber is larger than it should be.

—Angus Fraser has completed a contract for getting out 5,000,000 feet of logs for the Cowichan Lumber Company, Cowichan Lake, Vancouver Island. The logs all through are said to be the finest ever cut on the Island, and there are lots more in the same place.

—The new saw mill of Lasee & Morrison at Shawnigan Lake, Vancouver Island, has a capacity of 25,000 feet per day of lumber, a large planer, a shingle mill capable of turning out 20,000 shingles per day, and a lath machine with a capacity of 30,000. There is an abundance of timber in the immediate vicinity.

—Messrs. Simmons, Burpee, Elkin & Smith, recently from New Brunswick, have formed themselves into the Portable Mill Company, and have erected a shingle mill about three miles from New Westminster. They have put in one Dunbar machine and will begin cutting shingles immediately. They also propose putting in a clapboard machine which will be the first of the kind used in that district.

—W. L. Johnson & Co., of Gambier Island, Howe Sound, whose shingle mill and machinery were completely destroyed by fire some two months ago, have rebuilt and are running again on a larger scale than ever. Since starting up over a million of shingles have been turned out, for which a ready market has been found. The new mill is larger than the old one, its capacity is greater, but so great is the demand for its output that the establishment has to be kept running night and day.

—The McLaren-Ross mills at New Westminster will soon be in a condition for cutting operations. The monster band saw and its mass of machinery has come to hand and is now being set in position, and when this machine is ready for use, which will be in about a month's time, the whole establishment will commence running with a full complement of hands. The manager of the company says that besides supplying the local and continental trade the mills will load at least one vessel every week for foreign ports.

AMERICAN NOTES.

—A "corner in oak" is one of the most recent apparently successful attempts at money-making in lumber in Wisconsin.

—Red cedar is pronounced by the Cleveland city authorities as the cheapest and most durable paving material ever laid down in that city, being far superior to white cedar.

—The actual value of the lumber, shingles and other products turned out by the Southern mills during the past year amounted to $108,378,000, being an increase of 130 per cent. over 1880.

—A floating saw mill is said to be in use in Florence, Wis. The boat is 40 x 80 feet in size and draws 17 inches of water. The mill hands live aboard and the boat is moved along the river to wherever there is a fine lot of timber near the banks.

—The Michigan Shingle & Lumber Mill, Muskegon, Mich., the largest on the lake, burned Sept. 9th. A million and a half feet of fine lumber and 22,000,000 shingles were also burned with the docks and slip. Total loss $100,000.

—"The widest plank on earth," the Hamboldt *Standard* states, is on exhibition at the railroad depot in that city. It was cut at the Elk river mill, and is sixteen feet in width. It will be among the Hamboldt exhibits at the World's Fair in Chicago.

—A. L. Davis and Thomas McClymont, of Bay City, Mich., were south last week to commence the lumbering of 365,000,000 feet of poplar in Mississippi the property of a Michigan syndicate. Two mills have been erected on the tract and will be operated to their full capacity, day and night, until the supply of timber is exhausted.

—The building of saw mills in Maine and New Hampshire with a 15,000,000 feet annual capacity is a surprise to the Western lumbermen who imagined that the days of extensive lumbering operations down East had been recorded in the history of the past. But according to late accounts two such mills are to be erected at once, one at Gorham, N. H., and the other at Gilead, Me. The builders have 200,000,000 feet of timber of their own, besides probably nearly as much more in close proximity to the sites they propose utilizing..

—It is reported that there are in the neighborhood of 40,000,000 shingles unsold at Muskegon, Mich. Altogether on the various docks it is estimated that there are 60,000,000 shingles waiting to be placed on the market. Despite the fact that several larger mills ran but a short time last year, yet there will be, it is thought, about 100,000,000 shingles less manufactured this year than last, and with the close of the present season two or three mills will wind up their business. Among these it is understood will be the Michigan Shingle Co., which will either stop manufacturing entirely, or transfer operations to other fields. P. P. Leonard mill, in all probability will run no longer. L. L. Arms will not resume and the Muskegon Shingle and Lumber Co's mill will run light during the next season.

TEN years ago London timber dealers were asserting that in five years from that time the business of shipping square pine timber or deals from Canada would be at an end. To-day they are lamenting because of the over-supply of Canadian deals and the immense quantities of square timber awaiting purchasers in the coves at Quebec.

HOME AND FOREIGN TRADE REVIEW.

Office of CANADA LUMBERMAN,
Sept. 30th, 1890

There has been very little improvement in the local trade, and purchasers have mainly confined themselves to buying for immediate wants. Trade in the West has been fairly good, but lumbermen have been hampered severely owing to a lack of car service, from which there seems to be no prospect of any immediate relief. Notwithstanding the dullness of trade prices remain unchanged.

The shipment of lumber from Ottawa bas been very dull and the season now rapidly drawing to a close has been less important and by far less profitable than last year. During last season there was an unusually large cut, and millions upon millons of feet had to be carried over. As to square timber, at the beginning of the season there was a superabundance of stock over previous years at the same peroid, and there is at the present time more lumber on hand than can be possibly wanted during the coming winter. There has, however, been an increased demand for deals, and we hear of a heavy contract being signed at Ottawa for the English market. It is reported that the Hawkesbury Lumber Company have disposed of six or seven million feet of deals to Mr. R. R. Dobell, of Quebec, and that Mr. J. R. Booth has sold a large quantity of deal to the Messrs. Sharples, of Quebec. While the English trade is not brightening up as rapidly as it might, there is more inquiry from the United States market.

At Montreal, dealers in lumber report a marked improvement in business with respect to a good fall trade. Contractors held fairly large stocks in the spring, and were afraid to buy extensively owing to the unsettled state of the labor market. These stocks have now been wiped out, and the trade is in a much healthier condition generally. There is a fair jobbing business doing. Lumber shipments to the States have been fair owing to the better condition of the market on the other side.

The trade at Quebec continues very dull, and there is not likely to be any change in the timber trade for sometime to come. Freights were never lower than they are now. Deal freights opened this year at 60 shillings and last year reached as high as 72 shillings, present rate for deals from Quebec to Liverpool, 37s. 6d. and timber at 16s. 9d. There will be fully ten millon feet of square timber held over this winter at Quebec and along the Ottawa, the interest upon which will be enormous. With what will be made this winter the stock for shipment next summer will in all probability reach 12,000,000 feet.

The total of square timber now in Quebec is estimated at about 8,000,000 feet, but this is in part made up of some Gatineau, Lievere, Rouge and St. Lawrence timber, and also of 10,000 pieces taken down by the Canadian Pacific from the Nipissing district. Only two rafts have been sold, so far as heard of, this year, and the prospects are poor for any improvement.

The following is a comparative statement of timber, masts, bowsprits, spars, staves, &c., measured and culled to date at Quebec :—

	1888.	1889.	1890.
Waney Whtte Pine	1,612,958	3,223,252	4,157,778
White Pine	1,386,644	3,809,058	3,264,399
Red Pine	525,417	628,350	298,218
Oak	915,060	1,155,989	931,641
Elm	169,604	744,092	517,558
Ash	127,803	240,194	111,956
Basswood	770	2,635	456
Butternut	419	1,545	2,079
Tamarac	3,186	7,515	8,018
Birch & Maple	168,070	365,980	167,614
Masts & Bowspirts	.....	.....	.....
Spars	5 pieces	33 pieces	.....
Std. Staves	19.0.3.10	60.0.1.12	10.6.1.22
W. I. Staves	319.2.1.26	116.0.2.29	7.7,0.19
Brl. Staves	13.3.3.25	1.3.2.22	.....

The probable reduction of the duty on lumber and abolition of the log duty is stimulating the demand for Canadian timber, and prices of stumpage have appreciated considerably during the past few weeks, with a possibility of a still higher range of values. A press despatch from Saginaw, Mich., says lumbermen estimate that as many logs will be put in the coming winter in the Saginaw district as last winter. The output of the mills this season, it is estimated, will exceed 700,000,000 feet, and if the Canadian export duty on logs comes off, as expected, the quantity of logs rafted here from Canada will steadily increase. Colonel Bliss recently purchased the timber on an island in Georgian Bay for $70,000, and it will come to this river. The Saginaw Lumber and Salt Company has about 20,000,000 feet on Fritzwilliam Island to come here. The Emily Lumber Company will put in about 30,000,000 feet on the Wahnapitae this winter, a portion of which will come here, and J. W. Howry & Sons and others are lumbering on Georgian Bay. At Bay City, Gates, Folsom & Arnold are operating in Canada, and R. G. Peters of Manistee is also sending logs from Canada to this river.

FOREIGN.

Business at London continues fairly active as far as the quantity going into consumption is concerned, but prices are very unsatisfactory. *Timber* of recent date says : Canadian freights are now lower than they have been at any time during the past decade. This is due to the small demand on this side, and the unwillingness of Quebec shipping houses to consign to an overstocked market. Past experiences in this direction having led to disaster and the wiping out in most cases of any profits that may have been made on early contracts. We congratulate our 'cute Canadian friends for having at last woke up to the fact that wholesale consignments are anything but a paying game. As a consequence many of the ships recently 'seeking' at Quebec and other ports having failed to secure cargoes have gone to southern ports for cotton, while others have taken prices which must be anything but remunerative.

BRITISH BOARD OF TRADE RETURNS.

The Board of Trade Returns for August show a falling off in the importation of all descriptions of wood goods whether hewn or sawn, planed or dressed, and also in the import of staves as compared with the corresponding month of last year. In hewn timber of all descriptions there is a decrease equal to 38,886 loads, of which Russia accounts for 24,000, Sweden and Norway about 5,000, and the British East Indies about 10,000 loads, while Germany and other countries show slight excesses.

The total decrease in sawn stuff is equal to 163,753 loads, Russia showing the greatest falling off, the figures being 191,440 in August as against 303,946 loads the same month last year. Sweden and Norway show a decrease of about 45,000 loads, the United States of about 10,000, while Canada is about 1,000 loads in excess, add "other countries" about 3,000 loads. In staves the reduction is 7,421 loads, while mahogany alone shows an excess, and that only 279 tons.

In hewn goods for the eight months ending Aug. 31st a good average import is shown, while the log returns show an increase of 16,090 loads over the heavy imports of last year.

In sawn goods, such as deals, battens, boards, scantlings, &c., there is a difference of 244,878 loads, about 7 per cent. less ; but in values for the eight months import on sawn the difference is nearly 11½ per cent., as compared with the previous twelve months.

The wood imports from British North America are represented by 9,159 less of hewn and 10,020 more of sawn ; while the values are given on hewn at £424,143 in 1890 as against £491,196 for the eight months in 1889, and on sawn at £1,683,620 in 1890 as against £1,717,057 the same period in 1889.

GENERAL NEWS.

—Mr. J. A. Bougie & Frere, saw mill men at Brompton, Que., have assigned.

—The Conger's Lumber Company's mill at Parry Sound, which was shut down some time ago, owing to want of piling ground for the lumber, will probably be started again shortly

—The night gang at Perley & Pattee's saw mills at the Chaudiere has been withdrawn for the season.

—At the sale of timber lands which took place at the Crown Land's office, Fredericton, N. B., on Sept. 10th, all the lands were bid in at the upset price.

—Ocean freight rates are depressed at St. John, N. B. The rate thence to Cardiff, for deals, is about 37s. 6d.

—The boom company at St. John, N. B., up to Sept. 1st., rafted 107,000,000 superficial feet of lumber, and it is estimated there are yet at the booms to be rafted 45,000,000 feet.

—A saw mill, planing and carding mill and other property at Ottawa, Ont, was lately sold by the Executor of the estate of John Botier to an Ottawa man named Hopewell, for $23,000.

—The demand at St. John, N. B., for deals for the English market is exceedingly dull. Where $10 a thousand was received early in the season, only $8 is offering now. An overstocked market on the other side is the alleged reason, though there have been very few vessels in port recently. There have been a number of arrivals recently and other vessels are due which will necessarily cause some activity and perhaps stiffen local prices a little.

—Mr. Elamer Ward, recently from New Brunswick, is erecting a new saw mill at Westminster, B. C. The capacity of the mill will be about 30,000 shingles per day.

—The Keegans-Milne Company, of Montreal, will put in an electric lighting plant in the Brunette saw mill, at Westminster, B. C.

—The Davies-Sayward saw mill at Pilot Bay, on the east side of Kootenay Lake, B. C., is now near completion. The mill owners have called for tenders for delivering 500,000 feet of logs at the mill this year and 3,000,000 feet next year.

Mr. J. S. Murphy, lumber merchant, of Quebec, threatens to institute an action for libel against Mr. Powis for certain remarks the latter is alleged to have made against him in the annual report of the firm of Bryant, Powis & Bryant. He also threatens the *Timber Trades Journal*, which published the remarks in question.

—Messrs. E. B. Eddy & Co., of Ottawa, have gradually been dropping out of the lumber business and have disposed of their timber limit interests amounting to several hundred thousand dollars.

—The lumber firm of McLaren & Co., Ottawa, Ont., which had about one thousand men taking out logs up the Gatineau district last winter and about three hundred men up the Ottawa, will employ less men this year. Wages paid are low, but as many men as can are being accommodated with work.

—Mr. R. R. Dobell, the Quebec lumber merchant, says the lumber trade in Quebec is quiet and no signs of revival are seen. He thinks matters will be dull all the winter.

—Mr. Jas. McLean, of Bryson, Que., is talking of building a saw mill at Campbell's Bay.

—The large circular saw in the mill of the Georgian Bay Lumber Company, at Waubaushene, Ont., broke a few days ago when running at full speed.

—Mr. J. R. Booth, of Ottawa, signed a few days ago the biggest contract for deals ever made for the English market.

—A company, of which Mr. Terence McGuire, of Ottawa, is the manager, has purchased the E. B. Eddy limits in the Madawaska woods, county Hastings, Ont , and will carry on operations on a large scale this winter. A gang of men have been sent up to begin the season's work.

—C. B. Champion, of Campbellton, N. B., whose saw mill was recently burned, writes to a local paper, stating that his mill was maliciously burned, and implying that W. W. Doherty, mayor of the town, is the guilty party. It is most likely that Champion will be arrested on a charge of criminal libel.

WANTED AND FOR SALE.

Advertisements will be inserted in this department at the rate of 15 cents per line each insertion. When four or more consecutive insertions are ordered a discount of 25 per cent. will be allowed. This notice shows the width of the line, and is set in nonpareil type. Advertisements must be received not later than the 27th of each month to insure insertion in the following issue.

HARDWOOD lumber, bought, sold or received on consignment, TUCKER DAVID, lumber commission merchant, 313 Eleventh Ave., N.Y.

LUMBER YARD AND FACTORY FOR Sale. One of the oldest established in Brandon, doing good profitable business of about forty thousand dollars per year, an exceptionally good opportunity for any one wishing to commence business in the most thriving City in Manitoba. Box 97 Brandon. Man.

FOR SALE—OAK, PINE, Cypress Lands. Large and small tracts, Seven Cypress Braker on R. R. can be put into mill for 80c. to $1 per thousand. Fortunes for shingle mills, staves or square timber. Fifteen years experience in Michigan, Arkansas and Louisiana; no agents, deal with me direct; rock bottom prices. A. G. NEWTON, Pine Bluff, Ark.

STEAM SAW MILL AND SHINGLE MILL —complete—for sale or exchange. Drawer 408, Orangeville.

SHINGLE MILL FOREMAN REQUIRED.

Must be experienced, strictly temperate, and with a good record. Capacity of mill about 100,000 per day. Address, giving references, expected remuneration,

THE RATHBUN CO.,
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RAILS AND CARS FOR SALE.

Light Steel Rails for Tramways; good order. Cars for lumber, cheap.

JOHN J. GARTSHORE,
49 Front St. West,
Toronto.

WANTED.

QUEBEC BIRCH—Those who can furnish choice lumber are invited to correspond with

JOHN S. MASON & CO.
240 Eleventh Avenue,
New York City.

CASH FOR HARDWOOD LUMBER.

We purchase all kinds of Hardwood Lumber and will pay you SPOT CASH for same F. O. B. cars. Send us full particulars.

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Toronto, Ont.

FOR SALE

TWO BOILERS, 54 inches in diameter, 16 feet; 50 4-inch Tubes, Fronts and Safety Valve; also one Engine, 20x24, with heavy bed; large Iron Driving Pulley and heavy Balance Wheel. Apply to

MICKLE, DYMENT & SON,
Gravenhurst.

FOR SALE.

A WELL EQUIPPED SAW AND PLANING Mill, with full machines of all kinds, and ample power for present and additional machinery. This mill is situated in one of the best localities of Montreal and in the part which increases with the most rapidity. Purchaser can buy mill and machinery apart and state their own terms. Tenders will be received until the 15th October. Privilege of rejecting any or all tenders reserved.

D. PARIZEAU,
Corner Craig and St. Denis,
Montreal.

MAGNIFICENT WATER POWER FOR SALE.

EIGHTEEN acres of land, with one of the finest permanent water powers in Canada and equal to over 1000 H. P., on C. P. R. trunk line, 23 miles west of North Bay. For a Pulp Mill no better site. Spruce can be delivered for $1.50 per cord in any quantity. Water carriage via Lake Nipissing. For price, plans and terms apply to

A. T. ANDERSON & CO.,
Contractors, &c.,
75 Adelaide St. East,
Toronto

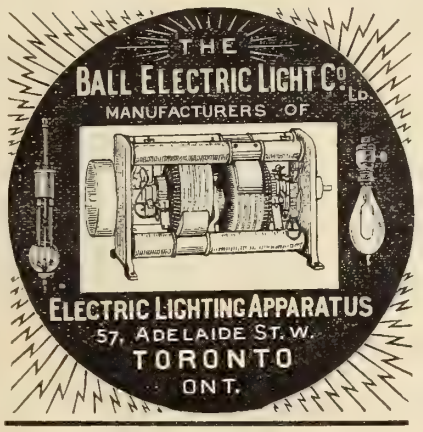
WANTED.

ACTIVE or silent partner for well established Wholesale Lumber business; half interest; any good salary to right man. Correspondence strictly confidential. Address A. B. C., Care of CANADA LUMBERMAN.

FOR SALE.

PLANING FACTORY, only 2 years built, with one hundred and fifty Horse Power Engine and Boilers and Modern Machines, with railway siding and street car at door. Terms easy.

WILLIAM LEAK & CO.,
Lumber, Coal and Wood,
Dundas Street, Toronto.



VALUABLE PROPERTIES

OF THE

Scottish Carolina Timber and Land Co.,

will be sold by Public Auction,

TUESDAY, OCTOBER 7th, 1890,

at the Court House Door, between the hours of 10 and 4, at

KNOXVILLE, TENN.

The properties offered for sale comprise a most substantially built **Saw Mill,** of 75,000 feet capacity, and extensive **Plant** for the manufacture of Lumber. A **Storage Boom** and **Lands** on the French Broad River, with space to hold one year's supply of Logs. Several million feet of **Saw Logs** in the streams. **River Driving** Appliances. Valuable **Timber** and **Mineral Lands** in East Tennessee and Western North Carolina. **Real Estate** at Knoxville, having 3,000 feet frontage on the Tennessee River, adjacent to two Railroads, and suitable for Manufacturing Sites. A fine **River-Bottom** Farm of 275 acres, one of the best in East Tennessee. Also, good **Mountain Farms** and Lands in Tennessee and North Carolina, especially adapted for Stock raising and the cultivation of Tobacco. **Miscellaneous Stores,** &c.

The Saw-mill, Boom, Logs, &c., and property held under a Deed of Trust, will be exposed in parcels and as a whole to the highest bidder for cash, and in bar of redemption; or on such terms as may be announced at the sale, and absolutely without reserve, unless sold by private contract previously.

For further particulars, address,

WILLIAM PAGE,
SCOTTISH CAROLINA T. & L. CO.,
Knoxville, Tenn.

N. B.—There will be Reduced Rates over all Railroads from any point in the United States, to Knoxville, with liberal arrangements as to limit of Tickets, owing to the Veterans' Reunion, commencing on Tuesday, October 7th, the day of sale.

IMPORTANT SALE

OF

TIMBER LIMITS.

The estate of the late David Moore will offer for sale at Public Auction at the Russel House, in the City of Ottawa, on

TUESDAY, 28th OCTOBER, 1890

at three o'clock in the afternoon the following valuable timber limits:

PARCEL No. 1.—400 square miles on Kippewa river, in the province of Quebec, and being berths Nos. 57, 56, 47, 46, 65, 64, 62, 63.

PARCEL No. 2—Berths No. 3 on the north shore of Lake Huron in Ontario, license No. 103 of 1889-90. Area, 36 square miles.

PARCEL No. 3.—Berth No. 1, township of Springer in Ontario, license No. 104 for 1889-90. Area 34 square miles

PARCEL No. 4.—Berth No. 15 on the north shore of Lake Huron, in Ontario, license 105 of 1889, Area, 36 square miles.

The purchaser will be bound to take the supplies on each limit according to schedule and valuation.

For terms and conditions of sale apply to E. D. Moore, Esq., Hull, and to the undersigned.

CHRISTIE & CHRISTIE,
Solicitors,
110 Wellington st., Ottawa.

J. R. FLEMING,
Advocate,
353 Sparks st., Ottawa.

5th February, 1890.

Auction Sale of Timber Berths.

DEPARTMENT OF CROWN LANDS.

(WOODS AND FORESTS BRANCH.)

Toronto, 2nd July, 1890.

NOTICE is hereby given, that under Order in Council certain Timber Berths in the Rainy River and Thunder Bay Districts, and a Berth composed of part of the Township of Aweres, in the District of Algoma, will be offered for sale by Public Auction, on Wednesday, the First day of October next, at one o'clock in the afternoon, at the Department of Crown Lands, Toronto.

ARTHUR S. HARDY,
Commissioner.

NOTE.—Particulars as to localities and description of limits, area, etc., and terms and conditions of sale will be furnished on application, personally, or by letter, to the Department of Crown Lands, or to Wm. Margach, Crown Timber Agent, Rat Portage for Rainy River Berths, or Hugh Munroe, Crown Timber Agent, Port Arthur, for Thunder Bay Berths.

No unauthorized Advertisement of the above will be paid for.

500 Carloads

Prime White Oak Small Boards.

1, 1 1/16, 1 1/8 and 1 1/4 inch thick; 3 1/2 to 5 inch wide, 2 feet and up long, wanted for cash at the mills.

Further all kinds of HARDWOOD LUMBER AND LOGS.

Address

CARL GARTNER,
HAMBURG, GERMANY.

MACHINERY FOR SALE

LIST of miscellaneous machines, etc., for sale by H. W. PETRIE, Brantford and Toronto.

ONE corn and cob crusher.
FINE grain or feed mills.
ONE Craig wheat scourer.
ONE mill stone dresser.
ONE corn huser.
TWO corn shellers.
TWO paint mills.
ONE tile machine.
ONE clay crusher.
ONE copper-jacketed kettle
TWO copper dye kettles.
TWO set cracker or biscuit machines, with dies.
ONE sugar or sorgum mill.
ONE union leather splitter.
ONE steam rock drill.
ONE foot press for canner's use, with dies.
ONE fruit evaporator.
ONE Caligraph typewriter.
ONE clover thrasher and huller,
ONE ditching machine.
ONE Wiard sulky plow.
ONE hosiery or bobbin winder.
ONE set scouring rolls.
ONE Chase flock cutter.
ONE lot press plates.
TWO meat choppers.
ONE large clothes mangle.
ONE shooting gallery tube.
ONE small bone mill.
ONE run 42 inch buhr stones.
10 water wheels, different sixes and makes,
ONE lot spur and bevel gears.
ONE lot shafting, hangers and pulleys.
ONE lot balance wheels.
ONE set cheese box machinery.
ONE lot Cook's patent levels.
TWO steam fire engines.
FIVE hand fire engines.
TWO hose carts.
EIGHT steam pumps.
ONE No. 10 centrifugal pump.
THREE hydraulic rams.
ONE champion spark arrester.
ONE lot lifting jacks.
ONE lot new portable forges

I also have Engines, Boilers of all sizes, Iron and Wood-Wood Machinery, Send for descriptive list. H. W. PETRIE, Brantford and Toronto.

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ON THE "SOO."

The large forests of Pine, Hemlock and hard wood on the line of the Minneapolis, St. Paul and Sault St. Marie Railway (**"SOO LINE"**) offer excellent opportunities for enterprising Saw Mill Men to locate in Wisconsin and the Upper Peninsula of Michigan.

Information furnished, as far as possible, relative to mill sites, groups of timber, price of stumpage, etc. **MILL MACHINERY TRANSPORTED FREE OF CHARGE.**

Low Rates,
Good Facilities,
Prompt Service,

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MONARCH, RED STRIP AND LION BRANDS.

MANUFACTURED BY

THE GUTTA PERCHA & RUBBER MANUFACTURING CO. OF TORONTO.

OFFICE, 43 YONGE ST. TORONTO. FACTORIES AT PARKDALE, ONT.

WRITE FOR DISCOUNTS.

C. C. CLEVELAND. G. F. CLEVELAND.
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MANUFACTURERS OF
Leather Belting
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DANVILLE - - QUEBEC.

GEORGE BRUSH,
MACHINIST, FOUNDER & BOILER MAKER,
EAGLE FOUNDRY,
14 TO 34 KING STREET,
MONTREAL, QUE.

RAILROAD, BANK & OFFICE
DESKS
TEES & CO.,
300 ST. JAMES STREET, MONTREAL.

STORAGE OF LUMBER.
We are prepared to receive any quantity of Lumber for storage. Freight and money will be advanced on same. Also, Warehouse Receipts issued, which can be hypothecated to banks and others. Storage charges easy. For further particulars apply to
W. LEAK & CO.
Lumber, Coal and Wood.
DUNDAS STREET, - - TORONTO.

GOODDAY, BENSON & CO.
QUEBEC, P. Q.
General Lumber and Timber Merchants.
Correspondence is solicited from parties having choice stocks of Hardwood and Pine to offer, either in the log or in sawn lumber.

JOHN BERTRAM & SONS,
CANADA • TOOL • WORKS
DUNDAS, ONTARIO.
MANUFACTURERS OF
WOOD-WORKING MACHINERY
MACHINE TOOLS, ETC.
Write for Prices and Catalogues

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W. & C. PANTIN
Timber Merchants,
LONDON, - - - ENG.

GEO. CORMACK
Wholesale and Retail Dealer in
All kinds of LUMBER.
Lumber Shipped to all parts by Rail or Vessel.
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No Hot Boxes. Stands any weight or motion. Best and cheapest metal known for Machinery Journal Bearings. Reliable Machinists use no other. To be had at every enterprising Hardware store in the Dominion.
ALONZO W. SPOONER, Patentee and Manufacturer, PORT HOPE, ONT

A. T. ANDERSON & CO.,
CONTRACTORS FOR
ELECTRICAL AND GENERAL MACHINERY.
Complete instalations of team and Hydraulic Power, Electric Light and Power Plants, Wiring and Construction for Arc and Incandescent Lighting. Agents for the celebrated "C. & C." Electric Motors.
75 Adelaide Street East,
Toronto, Ont., Canada.
Estimates furnished and every information cheerfu ly given to intending purchasers.
N. B.—Only first-class work on which a full guarantee will be given.

THE RATHBUN COMPANY,
DESERONTO, - - ONTARIO,
MANUFACTURERS OF
Doors, Sash, Blinds, Stairs
AND ALL KINDS OF WOODEN HOUSE FINISHING MATERIALS.
CEDAR OIL FOR PURGING BOILERS
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Wholesale Grocers & Importers,
33, Front St. East, Toronto.
We shall be pleased to have you write to us for samples and prices of
TEAS, TOBACCOS, SUGARS, SYRUPS, RICE, Etc.
We will cut prices fine to large buyers.
We have a
GOOD, SOUND, FINE FLAVOURED TEA
at 15 cents.
Write for sample chest. Address,
J. W. LANG & CO.
TORONTO.

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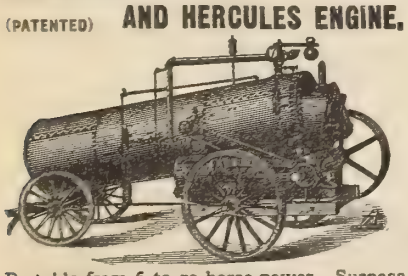
TRUCK * WHEELS.
The Montreal * Car Wheel Co.
MANUFACTURERS OF
CHARCOAL IRON CHILLED
RAILROAD WHEELS
Offices: New York Life Insurance Building, Montreal.
Works: Lachine, Quebec.
WE make a Specialty of Wheels suitable for the requirements of Lumbermen and Street Car Service, and can supply them Bored, Finished and Balanced.
CORRESPONDENCE SOLICITED

THE MONARCH BOILER
(PATENTED) AND HERCULES ENGINE.

Portable from 6 to 70 horse power. Surpass portable steam power heretofore produced for strength, durability, compactness, and the ease with which they can be moved.
The 70 horse power can be taken over the roughest roads, or into the forest, and set up as easily and quickly as an ordinary 20 horse power portable engine, and as firm as a brick-set stationary engine. Engines and boilers of every size and description. Rotary Saw Mills, Shingle and Lath machines, Law Grinders, Planers, etc. Mill machinery and supplies of every description. Every boiler insured against explosion by the Boiler Insurance & Inspection Co. of Canada. Write for circulars.
A. ROBB & SONS, Amherst, N.S. | Amherst Foundry and Machine works.
ESTABLISHED OVER 40 YEARS.

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TO MACKINAC
SUMMER TOURS.
PALACE STEAMERS. LOW RATES.
Four Trips per Week Between
DETROIT, MACKINAC ISLAND
Petoskey, Sault Ste. Marie, and Lake Huron Way Ports.
Every Week Day Between
DETROIT AND CLEVELAND
Special Sunday Trips during June, July, August and Sept.
Double Daily Line Between
CHICAGO AND ST. JOSEPH, MICH.
OUR ILLUSTRATED PAMPHLETS
Rates and Excursion Tickets will be furnished by your Ticket Agent, or address
E. B. WHITCOMB, G. P. A., DETROIT, MICH.,
Detroit and Cleveland Steam Nav. Co.

MARK H. IRISH
Broker and Commission Agent.
Special attention given to buying and selling
Saw Mills, Timber Limits and Mineral Lands
In the United States and Canada.
NO SALE NO COMMISSION.
Room 12 Mail Building, Toronto, Ont.
CORRESPONDENCE SOLICITED.

IMPORTANT SALE

—OF—

VALUABLE

Timber Limits

The undersigned has received instructions from Rochester, Doherty & Co., to sell by public auction at the

Russell House, Ottawa, on Tuesday, the 28th day of October, 1890, at 2.30 p. m.

Those valuable Timber Limits situated on the Ottawa River, Province of Quebec, being composed of Licenses Nos. 334, 335, 336, 337 and 338 of 1890-91 containing 127¾ square miles, more or less together with all improvements, Depots, Farm, Horses, Plant, &c. These Limits are situated on the Ottawa River, opposite Mattawa, and have a frontage of 21 miles, are well watered by Antoine Colton, Cameron and Snake creeks, all of which streams are well improved. To mill owners, this sale of limits should attract special attention as they are heavily timbered, and most conveniently situated of any limits now in the market. Owing to the death of the late W. H. Doherty (one of the partners) these limits must be sold to wind up the business. Terms and conditions will be made known at the time of sale.

For further particulars apply to

I. B. TACKABERRY,
Auctioneer.

J. Y. ROCHESTER, Ottawa, or T. & W. MURRAY, Pembroke, Ont.

ESTABLISHED 1888.

THE INDUSTRIAL

REVIEW

Thos. E. Powell & Co., Publishers,

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The Most Widely Circulated Commercial, Financial and Industrial Journal in the South.

THE INDUSTRIAL REVIEW

Is a Monthly Journal devoted to Trades and Manufacturers.

IT GIVES SPECIAL ATTENTION

To the mining interest, the milling interest, the railroad interest, the steel and Iron interest, the textile manufacturing interest, the lumber and wood manufacturing interest, the hardware and machinery trade, and is an authority on

Southern Industrial Development.

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Wood Working Machinery for Sale

1 20 H.P. engine, boiler and smoke stack.
1 No. 3 planer and matcher.
1 No. 1 shaper.
1 Scroll saw.
1 Rip saw bench,
1 Moulding machine to mould 4 sides.
1 Iron frame tenoning machine.
1 Morticing machine.
1 Swing sawing machine.
1 Blind slat tenoning machine.
1 Double acting hand wiring machine.
1 Swing iron sand-papering machine.
1 Turning lathe.

And also a large quantity of Belting, Shafting and Pulleys.

The above machinery is almost new.

Apply to

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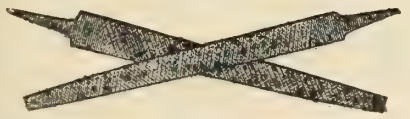
F. PARKIN

Galt File Works,

GALT, ONT.



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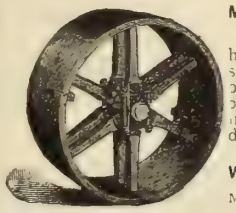
Write for Price Lists and Mention this Journal.



Menasha Hickory Pulleys

We make the only hardwood bent rim spoke arm split pulley, only small split pulley, only wooden hangers in the market. Send for discounts & circulars.

Menasha Wood Split Pulley Co.

MENASHA, WISCONSIN.

A. P. & W. E. KELLEY CO.

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MANUFACTURERS of Pine, Hemlock and Oak Timber up to 85 feet in length. Saw Mills: Ackley, Pa., Black Rock, N. Y., Gravenhurst, Ont. Office, corner Main and Seneca Sts, Buffalo, N. Y.

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202 Main Street, Buffalo, handles all kinds of Hard Woods.

C. P. HAZARD.

WHOLESALE dealer in Lumber, Shingles, Lath and Fence Posts. Correspondence invited from the Canadian trade. No 92 River Street, Buffalo, N. Y.

WHITE, RIDER & FROST.

WHOLESALE dealers in Michigan, Wisconsin and Canada Pine and other woods. Principal office, Tonawanda, N. Y.; branch office, New York City.

COWPER & GREGORY.

RECEIVERS and Forwarders of Lumber, Lath, Shingles, &c. Unexcelled facilities for shipping by canal or rail. Tonawanda, N. Y.

A. M. DODGE & CO.

MANUFACTURERS of and Wholesale dealers in all kinds of Lumber, Lath and Shingles. Tonawanda, N. Y.

E. & B. HOLMES.

WHOLESALE dealers in Lumber and Timber. Office, Michigan and Canal Streets, Buffalo, N. Y.

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OFFICE and yard, 175 Louisiana Street, Buffalo. Holders of Hardwood stocks are invited to correspond.

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INSPECTOR and Commission dealer in Lumber. Office, 251 Louisiana Street, Buffalo, N. Y.

THE TONAWANDA LUMBER CO.

MILLS at East Tawas, Mich.; office 106 Main Street, opposite N. Y. C. and H. R. R. R. Station, North Tonawanda, N. Y.

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WHOLESALE dealers in Masts and Spars, Canada Round Pine, &c. Tonawanda, N. Y.

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MANUFACTURERS and Wholesale dealers in Hard and Soft Wood Lumber. Holders of Canadian stocks are invited to write for quotations. Offices at Tonawanda and Le Roy, N. Y.

FAWCETT & CO.,

MERCHANT ❋ TAILORS,

269 Queen St. E., Opp. Seaton St., Toronto.

First-Class Goods and Trimmings. Workmanship and Fit Gauranteed.
All Orders Punctually Executed.

PETER GERLACH & COMPANY,

MANUFACTURERS OF

Alligator Chisel-Bit Saws.

THE CHAMPION STAVE, HEADING AND SHINGLE MACHINES,
ICE TOOLS AND MILL SUPPLIES.

CLEVELAND, - - OHIO.

NORTH SHORE NAVIGATION CO.

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THREE DAYS. $6.00.
Meals and Berth included

ROUND TRIP TICKETS FROM TORONTO AND HAMILTON, $10. E. CUMBERLAND, Toronto; C. E. MORGAN, Hamilton, and all G. T. R. Ticket Agents

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CITY OF MIDLAND

Is intended to leave **Collingwood** every Monday and Thursday at 8.30 a.m., and **Midland** at 2 p.m., on arrival of G. T. R. morning train from **Toronto, Hamilton, Peterboro', Port Hope,** and all points on Northern and North-western and Midland Divisions of G. T. R., for **Parry Sound, Byng Inlet** and **French River.**

Returning will reach **Midland** at 2 p.m. Wednesday and Saturday, connecting with trains for **Toronto, Hamilton, Peterboro', Port Hope, Barrie,** and all points **East and South,** on Northern and North-western G. T. R., and at **Collingwood** with trains **North.**

For freight and passenger rates apply to all G. T. R. Agents and on board steamer.

C. E. STEPHENS, Sec.-Treas., Collingwood.
W. J. SHEPPARD
General Manager, Waubaushene.

J. J. TURNER,

Sail, Tent and Awning Maker,

251 GEORGE AND 154 KING STREETS.
PETERBOROUGH.

Canoe, Yacht and Boat Sails made to order.
Perfect Fits guaranteed

Every description of Lumbermen's Supplies and Waterproof Clothing.

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DEALER IN

PINE & MINERAL LANDS

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CORRESPONDENCE SOLICITED.

NO TROUBLE TO BUILD

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*Portfolio of $1,000 Houses,	30 designs,		$2 00
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Any 3 of the above Portfolios for $5; any 7 for $10; the complete set (12) for $15. Bound volume containing over 200 designs selected from the various portfolios, price $5, returnable if not satisfactory.

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Friction Pulley Board.

The Best Materials ever used for Frictions of all kinds

MANUFACTURED BY

Asbestos Mill Board.

The DOMINION LEATHER BOARD COMPANY, Montreal, Quebec.

Steam Packing.

SAMPLES FURNISHED. PLEASE MENTION THIS PAPER. CORRESPONDENCE SOLICITED.

TO MILL OWNERS, MANUFACTURERS

AND ALL WHO ARE USING

*Leather * Belting*

IF YOU WANT BELTING

Which will Run Straight on the Pulleys,
Which is Thoroughly Well Stretched,
Which will not Tear at the Lace Holes,
Which will give Complete Satisfaction,

— SEND TO —

F. E. DIXON & CO.

MANUFACTURERS OF

PATENT LAP-JOINT STAR RIVET

LEATHER BELTING

70 King Street East, Toronto.

Sole Agents in Canada for the

CELEBRATED PHŒNIX OIL

The Only Pefect Belt Dressing.

All our Belting is sold at the Canadian price list. Please compare before purchasing. Send for Discounts and our Pamphlet on Belting.

Galt * Machine * Knife * Works.

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OF EVERY DESCRIPTION FOR

Planing, Moulding & Stave Cutting.

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For Use in Old and New Buildings.

Endorsed by Leading Architects. Absolutely Fire-proof. About as Cheap as Wood or Brick. Weight One-Third that of Brick. Does not Crack on application of Heat or Water.

Deadens Noise. Gives Warmth in Winter; Coolness in Summer.

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Hydraulic Cement

PARTICULARLY adapted for Dams, Smoke Stacks, Foundations, Culverts, Cisterns, Cellars, etc.

ENDORSED BY LEADING RAILWAYS AND CONTRACTORS.

ROACH * LIME,

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B. F. Sturtevant's Patent Progressive Lumber Dry Kiln.

RELIABLE RAPID! CHEAP!

GUARANTEED TO DRY

—IN—

Best Manner Possible

ALL KINDS OF

HARD and SOFT WOOD LUMBER.

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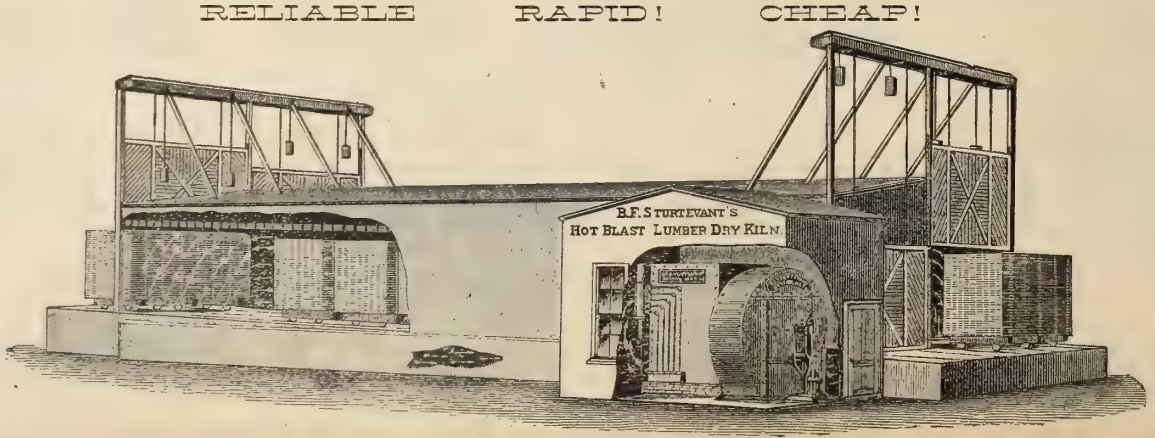

NO WARPING CHECKING AND BLUEING

—WITH THE—

STURTEVANT

Patent Hot Blast

Steam Heating

Apparatus.

31 N. CANAL STREET CHICAGO.

B. F. STURTEVANT, Patentee and Sole Manufacturer, 34 Oliver Street, (corner of Franklin street) BOSTON, MASS., U. S. A.

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The Only Successful Kiln for Drying Oak and other Hardwoods

"THE ANDREWS"

NEW LUMBER

DRY-KILN

Its remarkable efficiency depends upon its peculiar mode of applying heat to, and eliminating moisture from, the air used in drying. We use no costly fan, engine or other device that requires constant attention, nor do we waste heat by a special chimney. The air circulates through the lumber, and the moisture absorbed from it is extracted from the air by natural methods. You can not afford to be without it.

Our Process Duplicates Nature.

Outside View of the Andrews Kiln.

The following well-known furniture manufacturers have recently purchased the "ANDREWS KILN."

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Universal Tripod Co., - - - - Grand Rapids, Mich.
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Milwaukee Chair Co., - - - - - Milwaukee, Wis.
Oshkosh Furniture Co., - - - - - Oshkosh, Wis.
Skandia Furniture Co., - - - - - Rockfork, Ill.
Story & Clark Organ Co., - - - - - Chicago, Ill.
Rock Falls Manufacturing Co., - - - - Sterling, Ill.
Courey & Birely Table Co., - - - Shelbyville, Ind.
Southern Spring Bed Co., - - - - - Atlanta, Ga.
Sidney School Furniture Co.,, - - - Sidney, Ohio.
New Richmond Church Furniture Co., N. Richmond, O.

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The Casselman Lumber Co.

CASSLEMAN, ONT. Successors to FLATT & BRADLEY.

ESPECIAL GOOD FACILITIES FOR SHIPPING.

HEMLOCK BILL STUFF OF EXCELLENT QUALITY.

ALSO MANUFACTURERS OF

PINE, SPRUCE, ASH, MAPLE AND OTHER HARDWOODS.

CORRESPONDENCE SOLICITED.

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All kinds of Building Material kept in stock.

WE MAKE A SPECIALTY OF

LONG BILL STUFF IN ROCK ELM, PINE, CEDAR AND HEMLOCK.

QUOTATIONS FURNISHED ON APPLICATION.

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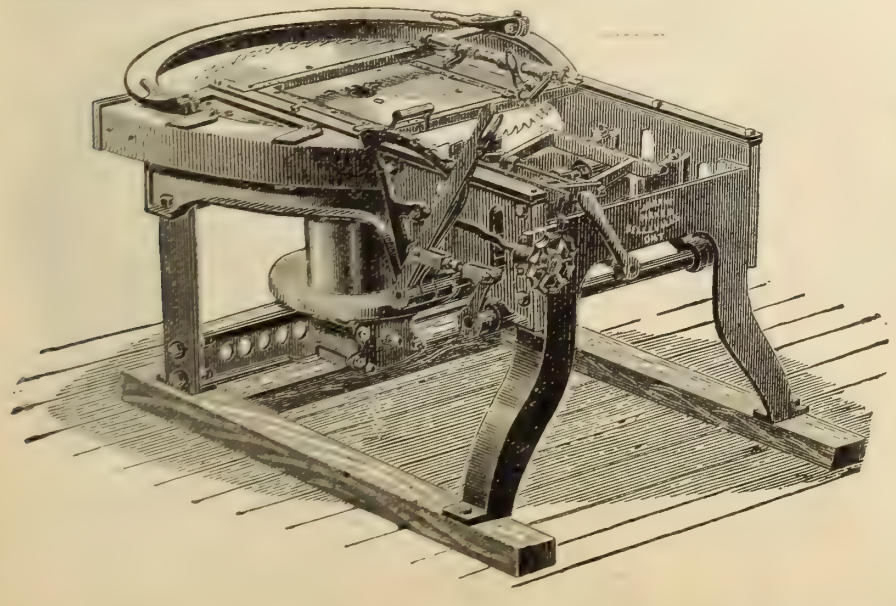
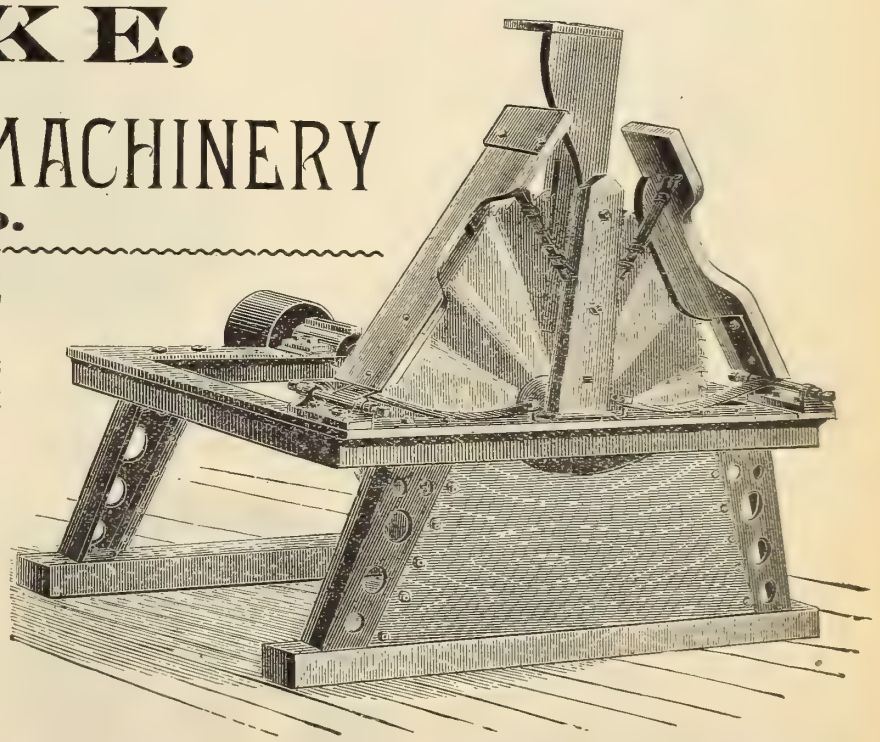
Belleville, Ontario.

DRAKE'S PATENT DAUNTLESS SHINGLE AND HEADING MACHINE

Capacity from 25,000 to 50,000 per day.

The frame of iron throughout, very heavy and rigid, strongly bolted and braced; carriage very light and strong, made of forged cast steel saw plate, running on steel ways or tracks; will take in a block 18 inches wide and 19 inches long, adjustable for 16 inch or 18 inch shingles.





Drake's Improved Shingle Edger.

With 40 inch saw will make more No. 1 Shingles from the same quantity of timber than any Wheel Jointer in existence.

It has a heavy iron frame made for two operators, two inch steel saw arbor, with extra long bearings; driving pulley 8 inches diameter, 7 inch face, saw 40 inches diameter, 16 gauge, speed, 1,600 per minute.

Mill men who have once used this machine will not use any other. For capacity, removing sap-knots, rot or any other imperfections, for making parallel shingles and economy of stock, it is superior to any other.

Also manufacturer of other kinds of Shingle Jointers, both self-acting and hand-feed Shingle Machines, Packing Boxes, Drag Saw Machines, Bolters, Stationary and Portable Saw Mills, Double Edgers, Single Edgers, Slab Saw Rigs, Bull Wheel Rigs, Lath Machines, Lath Bolters, in fact a general line of Mill Machinery, with Pulleys, Shafting, &c. Satisfaction guaranteed in all cases. Send for estimates on anything required, and the same will receive immediate attention.

For Sale.

TWO No. 6 Rotary Power PUMPS

Specially adapted for use in Mills and Factories

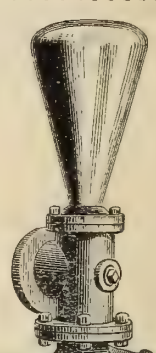
Or for Towns of 5,000 inhabitants or under.

Giving a most efficient Fire Protection at a very low cost.

These Pumps have been in use in the City of Brantford Waterwoks, have been thoroughly refitted, New Water Pinions, &c. Gauranteed to work as well as new and to each throw 3 good fire streams. Can also supply shaft to connect these pumps together with spur cut gear, ready to attach to engine or line shaft. Capacity 4.524 gallons per rev., speed 40 to 169 per minute, 8 inch suction and discharge.

ALSO FOR SALE, CHEAP. A

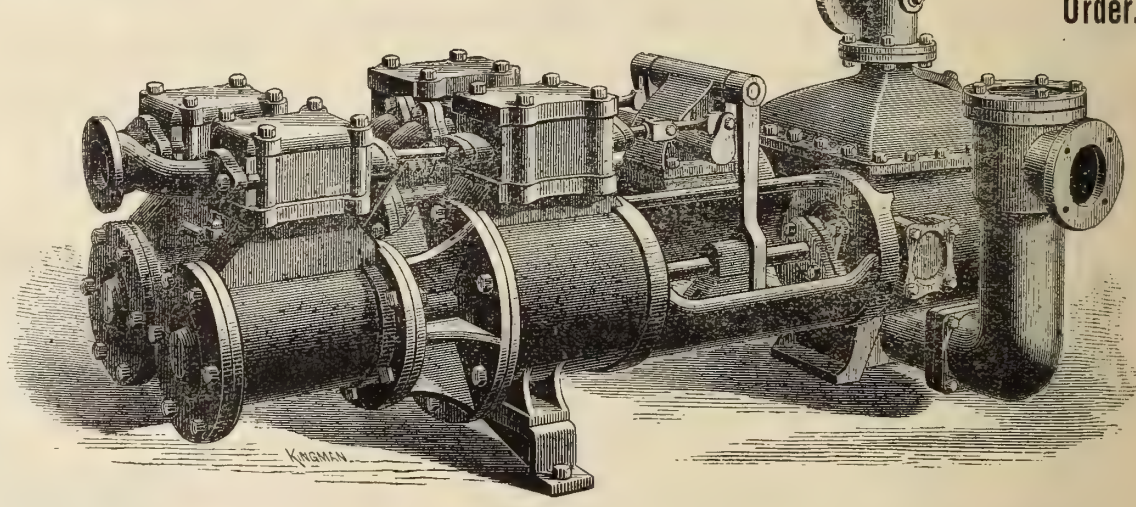
Worthington "Compound" Steam Pump.



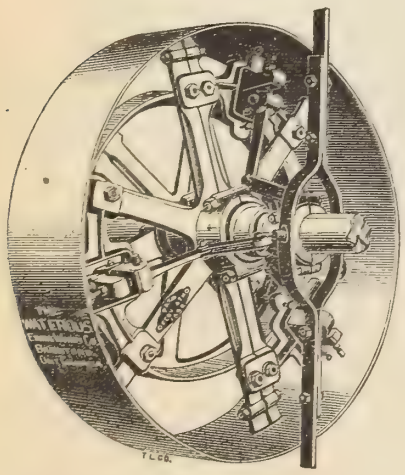
JUST PUT IN

First-Class Working Order.

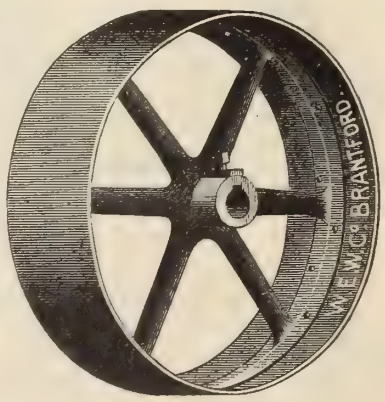
Diameter Steam Cylinders 12 and 18½ inches.
" " of Water Plunger 10¼ inches.
Lenght of stroke 10 inches.
Speed 75 to 125.
Gallon per minute both Plungers at stated speed 530 to 890.
Steam Pipe 2½ inches.
Exhaust 3½ inches.
Suction 8 inches.
Discharge 7 inches.
Capacity 4 to 6 good Fire Streams.



Friction Grip Pulleys and Cut Off Couplings.



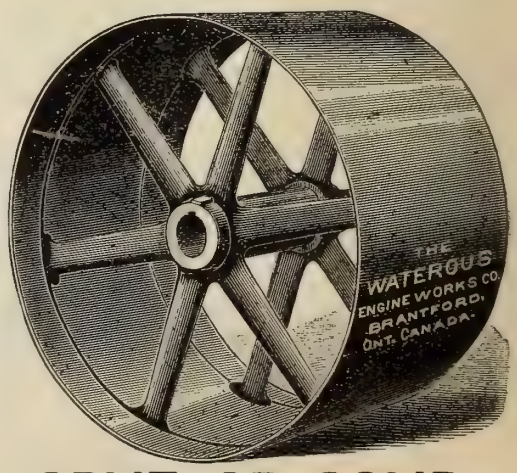
Pulleys Split or Solid.



Steel Rim Cast Centre.

Send for New Pulley Catalogue.

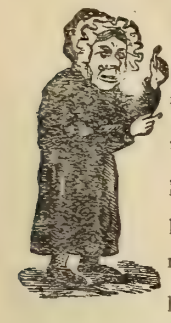
Cast Iron Pulleys.



SPLIT OR SOLID.

Waterous Engine Works Co., Brantford, Canada.

READ, MARK, LEARN AND INWARDLY DIGEST.



PRINTED MATTER is one of the commodities necessary in every business man's office. Every blank used is not only an economizer of labor, but gives tone and prestage to a business which other agencies fail in doing. Many years practical experience on our part has demonstrated that the public in general, and the lumber trade in particular, are ready and willing to pay for really good work, at remunerative prices, in preference to accepting second-class, or botch work, at cheaper rates; and there is no reason why they should not be, because the actual difference in cost between the production of the two is comparatively so trifling that no shrewd business man can afford to pursue a "penny-wise and pound-foolish" policy. Good work pays alike the customer and the printer, especially the former; in fact the public has been educated to judge in a great measure of the character and standing of an establishment by the manner in which its business announcements have been executed and the taste displayed therein—on the principle, we suppose, that "a tree is known by its fruit."

REMOVAL BECAME IMPERATIVE

After catering to the wants of the lumber trade in the printing line while located in the picturesque town of Peterborough for nearly four years, and as our business increased in volume we sighed for still greater quarters to exercise according to our strength, therefore removal became imperative—and we migrated like a caravan to our present location, 11 & 13 Richmond Street West, Toronto, where we have again enlarged and improved our facilities for quick and elegant printing.

A NEW AND UNEXPECTED IMPETUS.

After anchoring in this locality and getting fairly settled behind the sign-board of A. G. MORTIMER, PRINTER, we became conscious of a new and unexpected impetus to the production of the highest work of our chosen art that proved our already large facilities inadequate to respond to the demands upon us; so, alive to the necessities of the hour we have just added to our plant a large and varied assortment of the latest and most attractive styles of types, borders, ornaments, etc., thereby enabling us to suit the varying tastes of the most exacting.

WE MIGRATED LIKE A CARAVAN

Making as we do a specialty of printing for the lumber trade, we understand their wants, and can in every case guarantee the utmost satisfaction. Our customers already number some of the largest lumber operators throughout the different provinces, but like Oliver Twist—we want more

In addition to the usual line of blanks usually found in a well regulated business office, such as Letter and Note Heads, Bill Heads, Statements, Memorandums, Envelopes, Cards, Tags, Receipts, Drafts, Cheques, Etc., we pay particular attention to the wants of lumbermen in the way of Shanty Orders, Settlements, and all other kinds of blank forms used in the shanty and on the drives.

THE WAYFARER GAINS A GLIMPSE

With a knowledge of the business borne of long experience we can undertake your work with confidence, knowing that our facilities are of the best and our prices such as to warrant you in giving us your patronage. We know the happy smile which will overspread your countenance on inspecting the first order executed in our establishment.

Thanking our many customers for the liberal patronage heretofore bestowed; feeling satisfied that with the best material and machinery at our command, first-class workmen, and a determination on our part to merit continued success, we confidently ask for and expect a continuance of the same. In short, we propose in the future, as in the past, to turn out the best work at reasonable prices, and devote our undivided personal attention to the business requirements of our friends and the public in general.

THE HAPPY SMILE

THANKING OUR MANY CUSTOMERS, ETC.

Painfully realizing the uncertainties of this life and the varying mutability of the affairs of men, we long since consecrated to our use the old and honored maxim "Whatever is worth doing at all is worth doing well"—converting it to our rule o' thumb in practice, a guiding monitor through the shadows and the bright light, the wind storms and the pelting rain—and shall abide by it faithfully and perseveringly until time shall be no more. *Vive vale.*

"GOOD NIGHT."

THOS. H. WILLMOTT. A. K. McINTOSH.

WILLMOTT & McINTOSH,

Wholesale Dealers in

LUMBER

44 and 46 Front Street East,

TORONTO, - - ONTARIO.

Lumber Shipped to all Parts by Rail or Vessel.

Agents for the Celebrated LUFKIN BOARD AND LOG RULE.

Prompt Delivery in all Cases CORRESPONDENCE SOLICITED.

TORONTO HARDWOOD LUMBER CO.

Wholesale Dealers and Shippers in all kinds of

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OFFICES Hamilton, Toronto Windsor, Gravenhurst

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Mills Operating all the year round. Correspondence Solicited.

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WELLINGTON STREET EAST.

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DALTON McCARTHY, President. J. H. EYER, Manager.

Toronto and Midland Mf'g Co.

(INCORPORATED.)

Wholesale * Lumber * Dealers

AND MANUFACTURERS OF

DRESSED LUMBER, FLOORING

Ceiling, Sheeting, Siding, Shelving, Mouldings of all Descriptions.

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STOCKS STRIPS SIDINGS BILLSTUFF

WHOLESALE **LUMBER** DEALERS

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Millichamp's Buildings,

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YARD: NORTHERN DOCK, FOOT OF BATHURST STREET.

ST. CATHARINES SAW WORKS

Finest Material, Most Even Temper.

The largest Saw Factory in the Dominion.

Our Circular Saws are Unequalled.
Our Cross-Cut Saws are Unexcelled.
And our Hand Rip and Butcher Saws
Fully Equal to any on the Continent.

OUR SPECIALTIES.

The "Simonds" Circular Saw.
The "Leader" Cross-Cut Saw.
The "Lawson" Butcher Saw.
The "Herling" Hand Saw.

THE BEST IN THE WORLD!

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R. H. SMITH COMPANY, LTD., ST. CATHARINES, ONT.

THE CANADA LUMBERMAN.

VOLUME XI. NUMBER II. TORONTO, ONT., NOVEMBER, 1890. TERMS, $1.00 PER YEAR. SINGLE COPIES, 10 CENTS.

THE CANADA LUMBERMAN

PUBLISHED MONTHLY BY

ARTHUR G. MORTIMER,

OFFICE:

RICHMOND CHAMBERS, 11 AND 13 RICHMOND STREET W.

TORONTO, ONTARIO.

TERMS OF SUBSCRIPTON:

One Copy one Year, in Advance, - - - - - $1.00
One Copy six months, in Advance, - - - - - 50

Advertising Rates Furnished on Application.

THE CANADA LUMBERMAN is published in the interest of the lumber trade and of allied industries throughout the Dominion being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion of them by others.

Especial pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world so as to afford to the trade in Canada information upon which it can rely in its operations.

Special correspondents in localities of importance present accurate report not only of prices and the condition of the market but, also of other matters specially interesting to our readers. But correspondence is not only welcome but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way effecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the truth. Any items of interest are particularly requested for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN with its special class of readers is not only an exceptionally good medium for securing publicity but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements which will be inserted in a conspicious position at the uniform price of 15 cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for three successive issues or longer.

Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade or specially interested in it, who should not be on our list thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

TO VISITING LUMBERMEN.

LUMBERMEN visiting Toronto are invited to use the office of the LUMBERMAN as their own. We shall take pleasure in supplying them with every convenience for receiving and answering their correspondence, and hold ourselves at their service in any other way that they may desire.

A RURAL lumberman in a letter to the editor of this journal orders his paper stopped, and in lieu of the mighty dollar kindly forwards a number of religious tracts. We are endeavoring to fully appreciate our friend's generosity as he is evidently under the impression that the man who edits a lumber journal is sadly in need of spiritual help.

THERE are 843 firms engaged in operating the paper and pulp mills of the United States. A great deal of spruce timber is consumed by these mills. The demand for raw material in the shape of spruce logs and spruce slabs is beyond all previous call for this material, and the large pulp makers are looking about in various directions, and securing a supply of growing spruce, to make sure of a reserve stock to supply their mills in years to come.

MR. A. COOK, a large lumber dealer, of Whitchall, N. Y., speaking recently about the removal of the export duty on logs, said that the action of the Canadian Government somewhat surprised the American lumbermen. They quite expected that the duty on pine logs would be taken off, but had no idea that the Government would also remit it on spruce logs. The probable result will be that mills will be built along the American side of the border for sawing spruce logs, as their product will be protected by a duty of $2 a thousand, while they will get the Canadian raw material free.

THE Charleson exploration party, sent by the Quebec Government to the head waters of the Ottawa and Gatineau rivers has been heard from. They reached the Hudson Bay post on the Jean de terre, a large river falling into the Gatineau, on the 2nd of October. and Fort Barrier on the 5th. The policy of the Quebec Government in taking steps to ascertain with some degree of accuracy the extent and value of the unleased timber lands of the province, has been amply justified. Mr. Charleson states that there are magnificent forests of pine timber in that region not under lease, and which will prove valuable sources of revenue to the province.

HON. MR. DUHAMEL, Commissioner of Crown Lands, Province of Quebec, has caused a circular to be issued to all the woodrangers under his control commanding them to rigidly enforce the law respecting the cutting of timber in all cases without fear, favor, or affection, so that hereafter lumbermen and jobbers will not be permitted to scour the bush and select and carry away the best logs, leaving the remainder of the tree to rot in the woods, or to furnish fuel for spreading forest fires. They will either have to take, utilize, and pay for the whole tree or they will not be allowed to touch it. The immediate effect of this timely policy will be to make it much more profitable to manufacture the raw material in the province than to send it across the line to the United States to be manufactured there. This policy if rigidly carried out will be the means of checking great waste as well as securing the benefits of the manufacture of the timber at home.

A slight change in the terms on purchase of timber limits exceeding $10,000 has been made by the Ontario Government to the advantage of purchasers. "Purchases over $10,000 one-fourth of bonus is to be paid in cash on the day of sale, and notes are to be given for the remaining three-fourths of bonus, payable in three, six and nine months, at a bank in the city of Toronto, with 7 per cent. interest." A new condition has been added, which reads as follows: "Purchasers over $10,000 may make payment as above provided, or shall have the option of paying instead one-fifth of bonus in cash on day of sale and to give notes for the remaining four-fifths of bonus at three, six, nine and twelve months, and as otherwise above provided."

THE policy recently adopted by the Ontario Government making it compulsary on the part of those purchasing crown timber limits to manufacture all logs cut from same in this country, seems to have met with general favor. The removal by the Dominion Government of the export duty on logs, while it was deemed necessary in the face of the recent action on the part of the United States, has not been generally accepted by the Canadian lumber trade as being all that could be desired. While the large operators and those holding Canadian stumpage will greatly benefit by the abolition of this duty, by far the greater number engaged in the lumber trade will indirectly, if not directly, suffer. As an offset to the liberal concession made by the Federal Government, the proviso referred to above, imposing the condition of local manufacture when selling timber limits, will have a salutary effect in putting a stop to the undue exportation of Canadian logs. It is to be hoped that the example set by the Ontario legislature will be met with favor by legislators in the other provinces and that the same policy will be adopted throughout the Dominion.

THE stagnation in the lumber trade at Quebec still continues, with no prospect of any immediate improvement, as there are absolutely no offers to buy. It is more than likely the square timber will have to lay over until next season. The McKinley tariff does not effect the trade at Quebec so directly as it does in Ontario, owing to the fact that whatever timber passes through the city is en route to England. At Montreal the timber trade to South American ports, which was so flourishing during the summer of last year, but fell off greatly the early part of the present season, has revived to some extent. Freights, however, are lower than last year, when no less than thirty ships were sent from the St. Lawrence to South America at chartered rates of $17 per thousand feet. Lately three ships have been chartered, two loading lumber in Montreal and the other in Quebec at $11 per thousand —a drop of $5 from last season's rates. Soon as matters get straightened up in South America a revival of trade may be looked for, but not to any great extent until next season.

THE London *Timber Trades Journal* says, "A noticeable feature of the brokers' catalogues recently has been the large quantity of Quebec pine deals offered without reserve, and the fact of nearly 100,000 pieces being disposed of in this way during the last month shows that the fears we expressed some little time back of forced sales of these goods becoming necessary were by no means groundless. Looking, however, at the present state of the market, we should be sorry to say that the course taken is not a wise one, both at the docks and the mills, it would appear a very hazardous policy to continue to hold these costly goods in the hope of a near improvement in value commensurate with the loss of interest, &c., which so rapidly mounts up. Experience has taught us over and over again that the chances are greatly against success in an operation of that kind. It is notorious that any attempt to force up the price of pine during the last few years has always had the effect of greatly restricting the consumption, as a reference to the statistics of some few years back will show, while at the same time encouraging the introduction of cheaper substitutes."

THIS is an age of great undertakings. The building of the Chignecto ship railway and the completion of the tunnel under the St. Clair river at Sarnia, is to be followed by another stupendous enterprise at Niagara Falls, N. Y. On the fourth of last month the first sod was turned for the commencement of the construction of the great Niagara tunnel. This gigantic scheme for the development of Niagara's unrivalled water power is in the hands of the Niagara Power Company, and the contract for the work has been let to the Cataract Construction Company, of Jersey, for $3,500,000. It is proposed to tunnel under the present town of Niagara Falls, N. Y., commencing at a point below the upper suspension bridge, thence to the river above the town. At this point the tunnel will be 100 feet below the surface, and thence it will be extended one and a half miles parallel with the river's shore. Along this stretch shafts will be put down, to be fed by lateral surface canals from the river. The object of this new enterprise is to furnish power for Buffalo and neighboring cities

IMPORTANT representations affecting the lumber industry in British Columbia were recently made to the government by Mr. Corbould, M. P. Hitherto the dues collected upon lumber manufactured from timber on all crown lands belonging to the Government of Canada in that province have been in the form of a ground rent of $5 per square mile per annum, in addition to a bonus of five per cent. on all sales made by the manufacturer. While the British Columbians have no objection to this system on its merits, a great number of the lumbermen have been cutting on provincial, private, and upon Dominion lands. As the timber is all placed in the same stream, it is therefore difficult, when manufactured into logs at the saw mill, to distinguish between the product of those logs that are taken from Dominion Government lands and those obtained from private or provincial lands. Mr. Corbould's suggestion is that the limit holder might be permitted to pay dues upon sales of lumber, as at present, or to substitute for that a royalty upon the stumps as might be agreed upon between the limit holder and the crown timber agent. It is understood that Sir John Thompson, Acting Minister of the Interior, has decided to recommend that this change be made.

THE removal of the export duty on Canadian saw logs has given quite a boom to the Michigan lumber trade. The Detroit *Tribune* thus voices the opinion of lumbermen on the subject; "The removal of the export duty is really a triumph for the consumers of lumber and for Michigan lumbermen. Michigan mill owners and Michigan mill hands. Michigan men own about 3,000,000,000 feet of standing pine in Canada, and this timber they are rafting across the lake to be sawed in the mills of Saginaw, Tawas, Alpena, Cheboygan and other Michigan cities. In this way American labor and capital are kept employed, instead of relying on Canadian capital and labor to cut our lumber. Some idea of the benefit which the removal of the export tax will be to Michigan is to be gained from the fact that in the Saginaw valley alone there are 100 milling establishments, having a capacity of upward of 800,000,000 feet, and depending on these for fuel are salt manufactories making 3,000,000 barrels of salt annually. These establishments employ between 10,000 and 15,000 men, and unless they can get Canadian logs they cannot run to half their capacity next year. These were the facts used by Col. Bliss in successfully urging the cause of Michigan, Toledo and Cleveland lumbermen for legislation which should compel the removal of the export duty on logs, an action on the part of the Canadians which practically insures free lumber to the the consumers in the United States."

A TIMBER limit case was tried at Hamilton, Ont., last month. The action was brought by Francis F. Jones, of Comber, Essex County, against James Sharp, M. P. P., of the Parry Sound district, James Ryan and George Paget, of the Crown Lands Department, and Peter McDermott, a timber dealer. The suit was instituted to recover $500 paid by plantiff on account of the purchase of a timber limit. According to the plaintiff's statement of claim the defendants entered into a scheme to induce plaintiff to purchase timber limits. Defendant McDermott, so the plaintiff alleges, took him up to Spence and Armour Townships and showed him the wrong limits. The defendants introduced Regan to plaintiff as an American timber buyer, and by this and other means induced him to purchase a limit from defendant Sharp for $7,500, of which plaintiff paid $500. The timber limit, it is alleged, turned out to be worthless, and the plaintiff brought this action to recover the $500 paid down. After a number of witnesses had been examined an offer of settlement was made by defendants, but Mr. Jones refused the terms. Matthew Wilson, Q.C., for plaintiff, would not accept less than his full claim and one-half the costs, and after some delay the defendants accepted the terms, and judgment was given for plaintiff for $500 and interest, and setting aside the agreement in question. Defendants to pay all their own and half the plaintiff's costs. In this way the defendants avoided being submitted to a cross examination.

HITHERTO Newfoundland has made no pretention of being a lumbering province, but she is now entering the market as an exporter of deals, and is bidding for a share of the deal trade of Great Britain. It is well-known that the timber areas of Newfoundland are of sufficient extent to supply logs for a respectable deal business, and in coming to the front as an exporter of deals she takes no inferior position in the matter of quality of her output, as she enters the lists with the lower provinces. Besides she will have a decided advantage in the matter of freights and cheap labor. The London *Timber Trades Journal*, commenting on the arrival of a cargo of deals from Exploits Bay, says :— "It is a small cargo of about 140 standards of pine deals, and the first production of new mills erected there. It is sent here as a sample cargo, and the attention of the trade has been specially directed to it by the brokers, Messrs. Duncar, Ewing & Co., in whose hands the cargo has been placed for disposal. The manufacture of the deals show considerable care, the cutting being accurate and clean, whilst the specification is very similar to Quebec productions, a very large proportion being 12 to 16 ft. 3x11 in. Though these goods are a vast improvement upon the Lower Gulf pine deals to which we have been accustomed, there is room for a still further advance in that direction by improving the grading. It has evidently been the intention to follow the Quebec regulations for the 1st, 2nd, 3rd, and 4th qualities, but neither the first nor the second come up to the standard we commonly see imported. Too many of the 1sts have sap on the edge and face, and as the deals evidently have been shipped as soon as cut, the blue mould upon the sappy portions is too prominent to please the eye. When these goods are properly conditioned before shipment, and the errors in classifying eliminated, we think there is a fair prospect of finding a place in the markets of this country. Of course the objections we have pointed out are in a measure inseparable from a new departure, which a little experience and care will soon remedy."

AT the Ontario Government sale of timber berths held in Toronto on the first of last month some pretty good figures were obtained. The berths sold were situated in the Rainy River and Thunder Bay districts and in part of the township of Aweres, Algoma. The lumbermen in the Port Arthur district think some of the prices were excessive. In all an area of 485¾ square miles were offered, of which 141½ squares miles were withdrawn. The following are the amounts of bonus in full with names of purchasers :

	Sq. miles.	Amount.
Robert Thomson	23	$24,725
George H. Wilkes	14	17,300
J. L. Murphy	70	45,650
W. H. Leavitt	6	3,650
Ross, Hall & Brown	13	9,725
L. B. Montgomery	31	10,450
H. L. Lavering	8	3,300
Cameron & Kennedy	43	25,325
S. F. McKinnon	28	62,250
M. H. Ford	22	42,500
Peter Ryan	19½	7,800
Sadler, Dunbar & Co	37½	20,625
McArthur Bros	18¼	48,562 50
AVERAGES AND TOTALS.		
Total area		485¾
Withdrawn		141½
Total amount of bonus		$321,862 50
Average per square mile sold		935
Area sold		343¼

The immediate object of the sale was to furnish timber for the mills in the northwestern part of the province, yet the result in a financial aspect was eminently satisfactory. The average of $935 per mile is a much higher figure than the average of previous sales, which was $658, and is higher than the price obtained at any previous sale, except the famous sale of 1887, which yielded the enormous return of $2,859 per mile. The best sales were made in the districts near Port Arthur and Sault Ste. Marie. The prices obtained at the sale exceeded the expectations of the officers of the department, as the timber in these regions is rather light and sparse, and some of the country, particularly the region tributary to Rainy Lake and Rainy River, has not been as thoroughly explored as some other parts of Ontario.

IN conversation with a Michigan lumberman on the tariff and the action of the Canadian authorities in abolishing the export duties, says an exchange, he remarked that "there is now no reason for any howling of tariff shriekers about protected lumber barons. Practically, we have free trade in lumber. The supply of lumber for the entire east is derived chiefly from Canada, Michigan, and points further in the northwest. The duty of $1 a thousand now levied on Canadian lumber will simply equalize freight, as Canada is nearer the eastern market to that extent than is Michigan, Wisconsin or Minnesota. The $1 a thousand is no protection beyond simply equalizing freights, and thus affording a fair field of competition. The Canadian people so regard it and are perfectly satisfied as to the action of the American Congress on the lumber schedule. It will also have the effect of enhancing the price of Canadian stumpage. I was reading last week that one Canadian timber owner said the passage of the bill would put $100,000 into his pocket in appreciation of prices of timber. I do not doubt it. Then, too, the repeal of the log export duty means more to the Michigan lumbermen than many suppose. Several hundred million feet of pine have been purchased in Canada within the past 90 days in the expectation that this tariff bill would pass and the export duty come off This timber is destined for Michigan mills. It is to the advantage of Michigan men to raft logs across the lake to be manufactured, for the simple reason that it has long been recognized that there is no better lumber market in the world than eastern Michigan. It will also prolong the life of Michigan mills by adding to the source of supply. I predict that 250,000,000 to 300,000,000 feet of logs will be rafted across the lake from Canada to eastern Michigan next season. This helps the manufacturing industries, which in turn help the entire people of the state."

SINCE the removal of the export duties upon spruce and pine logs, and also upon shingle bolts of pine and cedar and cedar bolts capable of being made into shingle bolts, there has been quite a revival in the shipments of lumber to the States. In view of the assurances given by Sir John Macdonald in the House last session, this action upon the part of the federal authorities, of removing the export duties, cannot be said to be altogether unexpected. A careful scrutiny of the lumber and timber schedule of the McKinley Act shows that only upon one class of lumber, viz., cedar paving posts, railroad ties and telegraph and telephone poles of cedar, has the duty been increased, such increase of duty taking place on March 1st, 1891. In other classes, notably in regard to spruce lumber, the duties are maintained at the same rates as laid down in the old tariff, but in almost every other case the import duty is lower than the tariff which previously existed. The reduction in duties extends from ten and fifteen per cent. upon the coarser and small grades of lumber to $1 per thousand feet, or fifty per cent. upon pine. The value of our total export of lumber to the United States last year was in the neighborhood of $10,000,000, and of this large sum about $7,000,000 would be directly affected by the tariff, provided the export duty on logs were not removed, as in that case the old schedule of duties would stand In regard to spruce logs, the export duty was imposed by ourselves to favor the sawing of spruce lumber on the Canadian side of the line, and it remains to be seen to what extent the mills and the labor employed in them may suffer, in consequence of Congress excluding spruce lumber from the lower rate of duty. The difference of $1 per thousand feet upon "sawed boards, plank, deals and other lumber, of hemlock, whitewood, sycamore, white pine and basswood," and of a lessened percentage of duties upon minor qualities, will, without doubt, enable our exporters to find a large market for the coarser grades of lumber.

TIMBER limits to the extent of 127 square miles, on the Quebec side of the Ottawa river near Mattawa, were put up at auction at Ottawa on Oct. 28th. The bidding was far from being spirited, and when $400 per square mile had been offered the limits were withdrawn.

MILL ECONOMY.

Notwithstanding much has been said upon the subject of mill economy, there still remains much to be said upon the subject that planing mill proprietors and those of other wood-working establishments may profit by. In an article published in one of the leading trade journals not long since, the writer criticises the manner in which the machinery in otherwise first-class mills is arranged, even going so far as to attribute many of the failures in the various wood-working trades, where a large amount of machinery is used, almost entirely to this cause.

There is no question but, taking the average planing mill or sash and door factory, no matter how well it may be arranged, that a large item, if not one of the largest in the running expenses, consists in the handling of the stock. From the moment the lumber is received from the yard to the time the finished work is loaded for shipment or delivery, there is a constant process of handling as it progresses from one machine to another. There is no definite manner by which a separate account of all these items can be kept in the average shop where a number of different jobs are going on at the same time. Consequently, the particular cost of handling the materials for each separate job, aside from the machine work and finishing, is an unknown quantity, which can not be solved even by algebra, yet it finds its way into the expense account all the same and is plainly manifested in the balance sheet of some mills at the end of the year.

Now if the item for handling stock in a well-arranged mill is of so much importance, what will it be in a mill where, as the writer referred to states that, "the machines appear to be placed just where the truckman dumped them, without any reference to economy or convenience in handling the material which must necessarily pass from one machine to another." It is a fact that is worthy of consideration, that, as a rule, in nearly all wood-working establishments, more particularly in planing mills, about the same process of manipulation is followed. The lumber, as a rule, is first submitted to the saw and from there distributed to the various machines, according to the nature of the work.

As the largest amount of the material in the planing mill, after leaving the saw, goes to the planers, these machines should be placed in close proximity with each other and so arranged that when the lumber leaves the saw it is dropped just where it is wanted, in front of the planer, without any further handling. But if the saw table is placed upon one side of the mill and the planer upon the other, as is frequently the case, so that the lumber must all be carried from one to the other, it will require the labor of one man or boy constantly to perform that part of the work, and whatever his daily wages may amount to is just so much needless expense added to the cost of handling. It is true that where there are a large number of machines in a mill, all can not be placed in such close proximity with the saw as to avoid a certain amount of handling and transferring from one part of the mill to another, but where such is the case, instead of employing a number of men and boys for this purpose, a few light two-wheeled trucks should be provided, so that the sawyer, instead of dropping the strips upon the floor to be picked up again and carried separately to their destination, could place them upon one of these trucks, so they may be easily wheeled to any part of the mill. By the use of a few trucks of this kind one man will be able to perform the same work that would require three men to perform otherwise, and the wages of two men saved.

In many of the modern mills, provision is made for driving into the mill with a load, so that the lumber may be unloaded by the side of the machine where the first operation is to be performed; and, notwithstanding this is an improvement over the old method, yet in the further operations handling becomes necessary and the use of a number of small trucks, so placed that as fast as the stock comes from the machine it is deposited upon the trucks, instead of the floor, will always be found useful in facilitating the work and save handling. Every dollar saved in this manner, as well as many other small items that might be mentioned, goes a long way in the course of a year in either increasing or diminishing the profits of the concern.

Doing Away with the Saw.

A correspondent writing from Seattle, Wash., to an exchange says: An industry which was lately started at Ballard, a suburb of this city, promises to work a revolution in the shingle business. This is the dressed shingle mill of the Porter-Gage Company, where the Gage patent shaved shingle machine is in use. In many markets shaved shingles are held in high esteem on account of the smooth surface of the shingle, which allows the rain to run off. The cost of painting is also materially reduced, as there are no rough places to be filled up. Recently, when at Ballard, I called at the mill in question and was shown over the plant by Mr. Gage.

One hundred and sixty cuts a minute were being made by the machine, the shingles dropping on to an endless carrier, which conveyed them to the jointing room. The blocks differ in no respect from those used in any other mill, except that they are first put into a box and thoroughly steamed. This takes all the sap and albumen out of the timber and softens it to facilitate cutting. The block while hot from the steam box is placed in the machine and firmly dogged in a head block which feeds it automatically to the knife in a zig-zag manner (to correspond with the alternate butt and tip of the shingle) by rack or series of teeth on each side of the head block. These teeth feed the block a little further than the thickness of the shingle being made, but this extra thickness is pressed back by a set of rollers that are located just behind the knife and a sufficient distance ahead of it to let the rollers strike the block before the knife enters it. The object of this is to compress the fibres of the timber and to hold the block firmly against the head block while the knife is going through.

When running ten hours a day the machine will make from 80,000 to 100,000 shingles, and the success of the shingles so far produced has been such that another machine has been ordered. The product of the mill has been sold for several months ahead. I asked for the figures of the saving effected by the new machine, and Mr. Gage placed a number of shingles together just as they came from the machine. The block thus made measured four inches and contained 18 shingles and showed that no wood was missing from the original block. The shingles were five to two inches, and a saw would at the very best have made but 12 shingles from the same timber. The machine therefore makes 50 per cent. more shingles than is made by the saw. The company has made tests with redwood with equal satisfaction, but the company's operations at present are confined to Washington red cedar, and the whole product is being shipped to eastern markets.

Lake of the Woods.

A meeting of lumbermen was recently held at Rat Portage, at which every mill manufacturing pine lumber between Lake Superior and Winnipeg was represented. The principal matter under consideration was the cutting in prices. The price list was revised slightly and it was decided to advance 1st and 2nd flooring $2 per thousand, and 8 inch flooring was reduced $1.

Following is the new price list for lumber, f.o.b. at Lake of the Woods mills: Dimension 2x4 to 12x12, 12 to 18ft long, $14; do. 10, and 20ft long, $15; $1 per M advance on each inch over 12in surface; 50c. per M advance on each foot over the above lengths to 24ft long; $1 per M advance on each foot over 24ft long; surfacing, 50c per M; surfacing and sizing, $1 per M. Boards: 1st common, rough, $16.50, dressed, $17.50; 2nd common, rough, $14 dressed, $15; Culls, rough, $10, dressed $11; 1st common, stock, 12in, rough $19, dressed, $20; do. 8 and 10in, rough, $18, dressed, $19; 2nd common, stock, 12 in. rough, $16, dressed $17; do. 8 and 10 in. rough, $15, dressed $16; 10ft long and under, $1 less per M. Shiplap: 8 and 10in $16; 8 and 10in flooring and siding at $1 per M advance. Siding, ceiling and flooring: 1st, 6in, $31; 2nd 6 in, $27; 3rd, 6in, $21; 4th, 6in, $16; 1st, 5in, $31; 2nd, 5in, $27; 3rd, 5in, $21; 4th, 5in, $15; 1st, 4in, $31; 2nd, 4in, $27; 3rd, 4in, $20; 4th, 4in, $15; $1 per M advance for dressing on both sides. $1 per M less for lengths 10 feet and under. Bevel Siding: No. 1, 1st siding, ½ in.x6in, $20; No. 2, 2nd siding, ½ in x 6 in. $17. Finishing (1¼, 1½ and 2in): 1st, 2nd and 3rd clear, $40; selects, $30; shop, $25; 1 inch, 1st. 2nd and 3rd clear, $35; No. 1 stock, $35; No. 2 do. $30; No, 3 do. $25. Mouldings: window stops, per 100 ft. lineal. 60c; parting strips, do, 50c. ¼ round and cove, do. 60c. Casing: 4 in. O. G, per 100 ft lineal [illegible]; 6in O G, do, $2.25; 6in O G, do, $2.5[illegible]; do $3.50; 10in O G, base, do, $4.25 [illegible]; No. 1, $3; No. 2, $2.25; No. 3, $1.50; No. 4, $[illegible].

A Five Thousand Dollar Tree

On the side of the Big Black Mountain, three hundred yards from Wise County line, in Harlan County, Kentucky, and about ten miles from Big Stone Gap, there stood, until last week, a tree that is thought to be the most valuable tree in the South Appalachian Mountains, and is perhaps without a peer on this continent. It is a curled-grain black walnut, and the owner had it grubbed up by the roots, so as not to lose even a chip. It is between five and six feet in diameter at the base, and five cuts, eleven feet each, have been sawed, the diameter of the fifth cut being four feet. Some additional smaller cuts were gotten out of the top. The grain runs in graceful, wavy curls, and is one of the most valuable woods known, being used in veneering. Capt. Pleasants, of New York, who for years has dealt exclusively in this class of timber, purchased it for $40 from a mountaineer, and thinks it is the finest tree he ever saw. He paid George H. Satterfield $300 to move the trunk six miles, to the end of the S. A. & O. R. R., on Looney Creek, whence it was shipped direct to the factory in New York. Capt. Pleasants thinks that the tree will realize for him at least $5,000.

Brandy from Wood.

An eminent German sanitary expert says that the chemists have succeeded in making a first rate brandy out of sawdust A man can therefore, get a rip saw and go out and get as drunk as a lord on a fence rail. A man can make brandy smashes out of the shingles on his roof; he can get *delirium tremens* by drinking the legs of his kitchen chairs. You may shut an inebriate out of a gin shop, and keep him away from a tavern, but, if he can get uproarious on boiled sawdust and dessicated window sills, any attempt at reform must necessarily be a failure, and we think that the opinion of a sanitary crank upon the jim-jams of a house should be taken with a most liberal grain of allowance.

Trees Six Hundred and Fifty Feet High.

Prof. Fred. G. Plummer, the civil engineer of Tacoma, is quoted in the Olympia *Tribune* as saying: "I have been all over this country and have the best collection of flora to be found anywhere. What do you think of these trees six hundred and fifty feet high. They are to be found that high in the unsurveyed townships near the foot Mt. Tacoma; and what is more, I have seen them and made an instrumental measurement of a number with that result. There are lots of trees near the base of Mt. Tacoma whose foliage is so far above the ground that it is impossible to tell to what family they belong, except by the bark. Very few people know or dream of the immensity of our forest growth. I wish that some of our large trees could be sent to the World's Fair at Chicago. We could send a flag pole, for instance, three to four hundred feet long."

FIRE RECORD.

John Millard's lumber mill at Broad River, N. S., was totally destroyed by fire last month. Loss about $700.

Albert Turner's saw mill, at Black River, Kings county, N. S., was recently burned with a quantity of lumber. Loss $1,000; no insurance.

Wm. Sutherland's saw mill near Belleville, Ont., burned Oct. 7th. It had been idle over a year. Loss $2,000; no insurance.

O. P. Doray's saw mill and chair factory was destroyed by fire, Oct. 12th. Loss estimated at $10,000; insured for $2,000.

DeWinter's steam saw mill on the New Ross Road, King's county, N. S., was recently burned. There was no insurance.

THE EVOLUTION OF GRADES.

[St. Louis Lumberman.]

In respect to its wide variation in quality the output of the sawmill probably stands unique among crude products of manufacture. Between that which is the best that can be made and that which is good for nothing the number of different grades that may be selected, all with distinctive peculiarities, almost passes belief. The lumber trade in some parts of the country has gone far in its refinement of grading, but nowhere has there been made all the varying qualities into which boards and plank are susceptible of assortment. There are evidently possibilities in this direction that have not yet been attempted.

And yet in some varieties of lumber there are grades enough, so many indeed as to give rise to much difference in the practice of the trade in making them, and to lead to a certain disturbance of the equilibrium of the business in consequence. We see frequent, or at least occasional, attempts made to correct these variations from the standard, but the success of them has never been more than partial, and their effect, when apparent at all, the reverse of permanent. It is impossible to point to a single case in which an important change has been made in grading rules or standards by a merely formal agreement. The amendment of inspection rules embodying radical changes in grading has never been successfully undertaken when the changes proposed had not previously been demanded by the altered conditions of the business.

The truth is that lumber grades are the products of evolution rather than in any sense creations. In the beginnings of the trade lumber fell naturally into three qualities—that which was good, and which was so described ; that which was of inferior quality, and which was generally called common, and that which was believed to be good for nothing, and which took the suggestive name of cull. The latter was not at first a grade, its name indicating that it was considered to be valueless, but with improvements in manipulation and the increase of economy in consumption it was soon found that even cull stock had its value for certain purposes and it became marketable in part, only the worst of it being reserved for the slab pile or refuse burner.

The development of lumber grades from this assortment was as simple as it was rapid when once it started There was, even when lumber began selling, but little demand among consumers for a miscellaneous lot of unassorted stock. They wanted certain quantities of certain kinds, suitable for their particular purposes, and the demand quickly led sellers to divide their good, common and cull stock into other grades. Experience showed them that they could make money out of such divisions of the primary qualities, and naturally grades multiplied. In the process of time differences of opinion arose as to what certain grades should be, and these gradually led to variations in the practice of grading which some now hope to reform.

One point not to be lost sight of in this connection is that this evolution of grades has been the direct result of an increasing economy in the use of lumber. The aim has been to assort lumber into such qualities that the buyer desiring stock for any particular purpose could get what he required without having to take along with it a lot of stuff that would be unsuitable for his purpose. In point of facts grades have not been made so much by the lumber maker or the lumber merchant as they have by the consumer. The requirements of the lumber users in New England, New York and Pennsylvania differ materially from those of buvers in the Western states, and we see a like difference in the grades of lumber made for the Eastern and Western trade. It is possibly thought by some that these differences are accidental, but they are not ; they are fundamental rather, and have their source either in the variation of users' needs or in the inherent differences in the character of the stock out of which they are made.

It is possible, of course, that the grades of two manufacturers or dealers, drawing their supplies from the same source and selling to the same class of users, should be identical ; and in like manner it is possible that all manufacturers and dealers simularly situated in relation to both supply and demand should be in practical accord in respect to their grading standards, but it is futile to hope that the entire lumber trade can be brought into uniformity. There are limits to the possibility of reform in this direction—and it may be said indeed, to the desirability of a change also—that are not always taken into account.

The practical difficulties in the way of securing an absolute uniformity in grading, even when there are no theoretical grounds of difference, are at least serious. The absence of an accepted standard is one and the differing views of buyers and sellers is another. A standard might be set up, but it is open to question whether all could be made to conform to it. Those who are prejudiced in favor of good grades and those who believe in "skinning" them to the limit of endurance, would be very apt to follow their respective inclinations with a standard as well as without one, and about the best that could be hoped for would be that they might be restrained from going as far in either direction as many have been in the habit of doing in the past. But even this, of course, would be worth striving for.

IMPORTED LOGS.

Between the tropics is a region fanned by ocean breezes and drenched by summer rains. The excessive heat and moisture, together with the rich, sandy loam, produce a luxuriant growth of vegetation.

No man dare venture within these heavy woods without an axe to cut away the giant vines which intercept his path, and to protect himself from the attacks of the boa-constructor and deadly cobra.

Within the vast stretches of gloomy forests of Mexico, India and the Americas are hid the rich and rare woods of nature. It was with a view to getting information concerning these valuable timbers that a representative of the *Times Star* strolled into a veneering establishment on John street and accosted the genial proprietor.

"What kinds of wood do you use for veneering ?" was the query he started with.

"Many kinds," the manufacturer replied. "Here are the native woods—oak, poplar, walnut, birch, butternut and sycamore. Besides these, of course, are the foreign kinds, such as mahogany, rosewood, ebony, English brown oak, Circassian walnut, prima vera and satinwood. I know it is the common impression that veneering is all done with imported material, but it is not so."

"Where do you get the various woods ?"

"Native wood is bought in this vicinity. The Miami Valley is noted all over the United States for its fine oaks. Of the foreign woods, mahogany comes from the eastern part of Mexico, along the Gulf. Prima vera, or white mahogany, comes from Pacific slope of Mexico. It is cut by the natives and thrown by them into the ocean. The logs are then towed through the surf to the steamers, which carry them to San Diego, Cal. ; from there they come of course, by rail. Satinwood is a native of San Demingo. Circassian walnut is shipped from Marseilles, France. It is grown in the region of the Black Sea. English brown oak is shipped from London and Liverpool. It is the oak found in Sherwood Forest. Ebony is bought direct from Madagascar island."

"What duty do you pay on the imported logs ?"

"Logs are on the free list, but thirty-five per cent. is charged on manufactured stuff. It is a good thing, too, for this foreign wood is mostly bought by the pound and a great deal is waste"

"What is the original cost of these woods ?"

"Circassian burrs is the only variety we buy by the pound. It costs us from twenty to sixty cents per pound. Red mahogany costs us twenty cents per square foot, board measure ; prima vera, twenty-five cents ; ebony, seven cents ; English brown oak, sixteen and satinwood twenty-five cents. Besides this, freight must be added."

"What is a good walnut log worth ?

"A good solid walnut is worth, for our purposes, $120 per thousand feet. A good oak is worth $30."

"What is the most popular wood used now ?"

"White oak is in great demand, and mahogany just holds its own."

"What is a burr ?"

"A burr is a woody wart. They are obtained principally from oak and walnut. Here is a Circassian burr. It weighs about five hundred pounds and cost us nearly $300. Burrs and knots admit of a very fine polish and are very expensive."

"These burrs are not sawed, but cut. First the bark is trimmed off closely and then holes are bored into them three inches deep. A long iron bar is then laid upon it and bolted fast. The burr is now ready to put into the machine. Before it is bolted on to this iron bar, however, it is put into this large tank and boiled from one to three days, depending upon the nature of the burr. Then, while thoroughly soaked, it is put into the machine and the bar is set in motion. This machine is a kind of lathe, and as the burr turns round and round, the knife, which is nothing but a horizontal plane, comes closer and closer. At last it strikes the burr and peels off a thin shaving, as thin as a newspaper. We generally turn off one hundred of these shavings to an inch. In the case of a log, the iron bar is not used, the log serving as its own support in this manner."

The workmen by this time had a walnut log ready to cut. They rolled it on the machine and lifted it to its place. A screw was turned and a set of sharp teeth advanced from each side and caught the log firmly. The machine was set in motion, and soon the thin paper-like rolls came off. The log was cut within three inches of the heart. It could not be cut any closer because of the iron teeth in each end. If a log big enough could be found the veneering could be made a mile long if need be. As it is, it is run out upon a floor and cut every ten feet. After being cut in large pieces it is piled up, and to a stranger might easily be mistaken for newly tanned leather. The next process it undergoes is to be cut up very carefully for consumers, the waste places being all taken out. The good veneering is then piled in convenient sized bundles and stacked where it may dry and be ready for sale.

Oak, mahogany and rosewood logs are sawed ; oak, because of its cheapness ; mahogany and rosewood, because cutting spoils their grain by pressing the pores together. This sawing is done by a fine saw, and so thin is it that no sawdust is perceptible. Sawed wood is mostly twenty thicknesses to the inch. Oak is sawed in a way called "quartering," that is, the log is first split into four. Now, as most everybody knows, oak logs are "flaked," that is, they have cracks, or lines, running from the heart out to the sap. After a log is quartered, a triangular strip is taken off of each side of the quarter, so that the saw may be run, as nearly as possible, parallel with these "flakes," or cracks. This makes fine curves, which are very desirable for a hardwood finish.

A good deal of oak veneering is sold to be placed on the outside of oak-finish, such cases as railroad cars, fine panelling in houses, etc. Rosewood is used mostly for tool handles, mahogany for inside finish and furniture. Prima vera is much used for fine cabinets. It is a "new" wood and admits of a fine polish.

"What is the extent of this business in this country ?" was then asked.

"There is one mill besides ours in this city, one in Indianapolis and none in the East this side of New York. Europe has a great many. There is considerable exchange in veneering, chiefly with Germany, France and England."

"How is veneering put on ?"

"Where it is simply for ornament, as in looking-glasses, only one ply or thickness is used. But one ply alone is too liable to crack ; for this reason, very often, five ply are put on, firmly glued together. This is why it is shaved to thin. Nothing is gained by the extremely thin sawing, except this. It really takes more wood. Furniture men polish the finer wood to bring out the grain and then varnish it. We employ about twenty-five men. Cutting requires experts, and some cutters get as high as $8 per day each."

O. P. Doray's saw mill and chair factory at Sutton, Que., was burned Oct. 15th. Loss $10,000 ; insurance $2,000.

VARYING LUMSER SCALES.

Inspection is not the only feature in the lumber business that is chaotic. Measurement appears to be quite as chaotic. For instance, for the scaling of logs there are no less than five rules, and no two of them give the same result. The surprising variations consequent upon the use of so many rules in different sections may be seen in the following measurements of twenty-foot logs, eight, twelve, twenty-four and thirty-six inches in diameter :

Log Rules	Length of log. Feet.	Diameter of log. Inches.	Amount in feet.
Bangor	12	8	33
Oughtred	12	8	28
Scribner	12	8	22
Quebec Government	12	8	24
Doyle's Rule	12	8	16
Bangor	12	12	78
Oughtred	12	12	68
Scribner	12	12	59
Quebec Government	12	12	50
Doyle's Rule	12	12	48
Bangor	12	24	327
Oughtred	12	24	300
Scribner	12	24	303
Quebec Government	12	24	315
Doyle's Rule	12	24	300
Bangor	12	36	770
Oughtred	12	36	
Scribner	12	36	692
Quebec Government	12	36	710
Doyle's Rule	12	36	786

Commenting on these differences, a Canadian lumberman says : " I have known those who ship round timber to the United States use the Scribner or even the Doyle rule for buying logs from the farmers, and sell by and pay the duty on the Bangor scale, by which they gain in actual measure from two hundred and fifty to five hundred feet on every thousand feet bought and sold, where the logs are ten, twelve and fourteen inches in diameter. As the Doyle rule is not figured for logs under ten inches in diameter, millers are in the habit of 'jumping' the scale of all such as contain twenty-four feet (for sixteen-foot logs). Now, if we take an eight-inch, a nine-inch and a ten-inch log, and measure them by the Doyle rule, the total result will be eighty-four feet, while the same logs scaled by the Bangor rule will give one hundred and sixty-four feet, or nearly one hundred per cent. more ! In other words, it would take about eighteen logs of these three sizes to make one thousand feet of lumber by the Bangor rule, while the Doyle rule would exact about thirty-six logs for the same amount."

BAND VS. CICULARS.

Mr. John M. Stowell, of Milwaukee, Wis., a man of large experience in the saw-milling business, has been giving his experience and also his opinion in the *Lumberman* of the future of the band mill. Mr. Stowell says :—" When the circular mill first became a candidate for favor there was an almost universal consensus of opinion against it for various reasons. It took years to overcome this general prejudice. I was there my self and know whereof I affirm. I think I was the first to introduce it in the large lumber mills of the northwest, except that small circulars were used in what were termed 'siding mills.' I mean, of course, that circulars were not then used for cutting logs. So when the band saw had demonstrated its usefulness in small work, in pattern shops, furniture factories, etc., and the proposition was made to use it in cutting logs, there was the same nearly universal prejudice encountered by the circular saw in its introduction for log sawing.

Both did make a great deal of bad lumber at first, and the gain in the speed of work was comparatively small in the case of the circular. I remember that the first one ever put in at Manistee, Mich., was only sold on a warranty of 10,000 feet in eleven hours. On Saturday of the first week we ran, we sawed 11,758 feet in eleven hours. The feat was heralded in the newspapers far and wide, as something remarkable, and from that day the success of the circular was assured. Now it is a poor circular that will not, with plenty of power, in the same timber, cut that amount of lumber in a single hour.

So the band mill started by cutting about the same amount of lumber that the circular cut at first, which was quite in advance of the cut on any mulay or sash mill. It has been constantly increasing the cut until, in the short time the experimenting has been going on, the performance of the average circular has been nearly overtaken. I predict that before the band mill has been in use as long as the circular has been, the product of the band will overtake, and, probably, exceed the cut of the circular.

Then the saving of stock demonstrates their immense superiority over the circular, and justifies its claim to be 'the coming mill.' The circular must inevitably be relegated to use only where cheap plants are wanted for very temporary purposes. But time will be required to replace the circular just as time was required for the circular to retire the older styles. In both cases those changing earliest manifest the greater wisdom, and pocket the greater amount of shekels."

GIVE THE SAW MILL MAN A CHANCE.

By H. J. Sutherland.

In order that the saw mill man may have a chance to secure fair returns for his money it is necessary that each individual employee shall contribute his best efforts to that end, for this business is a sort of chain, so to speak, whose links must support each other. The superintendent is the man I want to talk to first on this subject, for upon him devolves the greater part of the responsibility of managing the mill.

Are you sure, then, Mr. Superintendent, that your employer gets the full benefit of your business ability and saw mill experience? Are you sufficiently familiar with every department of the mill business that you can adjust the trouble in short order when the foreman reports the mill broken down, or the boss of the logging teams comes with a dolorous tale of crippled oxen, or five or six men short? If not, you had better step down and out. You are a weak link in the chain.

Do you, Mr. Foreman, go on the principle that a stitch in time saves nine, or do you wait for the belt to break before you put in a new lace or a few rivets? You should examine your pulleys, shafting, and boxes every day and be sure to re-babbitt your boxes just a little before they need it. An ounce of preventive is worth a pound of cure.

Mr. Saw Filer, a great deal depends on you, for the saws must make or break the saw mill man, and it matters not what your wages are, or what the surrounding circumstances may be, you, of all others, should do your very best. Don't give your saws a lick and promise, but every time a saw comes off the mandrel examine it carefully for all manner of defects. Often a few blows of the hammer will greatly improve them.

Hello, Mr. Sawer, are you sawing good lumber, and plenty of it? If not, stop this minute and take off the bad running saw, unless the fault is in you, and in that case go to the foreman and tell him to give you your time ; also that you wish to give the saw mill man a chance, as this is the best way you can do it. If on the other hand, the troubles are in the saw, call the filer's attention to it, and inform him that you will change the saws every fifteen minutes rather than make bad lumber. Remember, it is not the amount of lumber desired as much as the quality. The first care of the sawer should be to make good lumber, and all you can of it. Try to make each succeeding day excel the previous one.

Mr. Engineer, I am truly glad to see you ; how is your part of the business going on ; are you giving your employer a chance? Don't call him an old skinflint. How many times have you had to stop your engine for hot journals and other causes, that you know you could have prevented? Please bear in mind that if you understand your business ever so well and do not do your whole duty, you are no better than one who knows but little, and will do the best he knows. How about that knock in your engine? Don't tell the superintendent that the devil can not take it out : be honest, and tell him you can't do it. Don't measure all other men's skill by your own, or let your self-conceit outrun your knowledge of machinery. Keep your engine in good condition, do your repairing at night. I have no respect for an engineer that makes a practice of stopping his engine between six and twelve o'clock A.M., and one and six o'clock P.M., except on signals, which is rarely done if the men are trying to give the employer a chance. Don't spend your time figuring horse-power and back pressure. There is as much sense in figuring on the number of yards of moonshine necessary to make a muley cow a petticoat. Such an engineer is fifty years behind the times. While you are figuring out what your engine needs, some good, practical engineer will do what is wanted and have the engine running and doing better work than the figuring man would ever accomplish. There is no rule of treatment that will apply to all engines alike and get best results, no more than the same medicine will have effect on all people alike. It is admitted by the best mechanics that it is an impossibility to make two engines alike one being a perfect duplicate of the other. If I am not mistaken Dennis Long & Co., of Louisville, Ky., tried this several years ago with two steamboat engines and failed, and give it as their opinions that it was an impossibility, and no firm stands higher for fine machinery.

Now, Mr. Night Watchman, please ake up. [illegible] long have you been asleep? Have you not lea[illegible] that a saw mill is neither a hotel or lodging house, but a saw mill in which is stored thousands of dollars' of machinery and lumber, and you are its on[illegible] twelve hours out of every twenty-four? So come to your senses, and realize the great responsibility that rests on you. Stop sleeping so much while on duty, or you will wake up some night in the neighborhood of the New Jerusalem, and your employer in bankruptcy ; and if your wife does not miss you she will miss your wages.

Now, Mr. Shipping Clerk, if you will hold up from playing poker at ten cents ante with the book-keeper, I should like to give you a piece of advice. Be sure that every car load of lumber you ship is just what your order calls for. Be honest, mill men wont steal, and don't want others to steal for them. Don't imagine that if you succeed in swindling customers your employer will think more of you, and raise your salary ; the chances are that he will raise your scalp, and you will find Jordan a hard road to travel.

Good-morning, Mr. Mill Man, I am glad to meet you, as misery likes company. I do not think I am capable of giving you any advice. I will only say this, be sure that every shipment of lumber you make is properly inspected, then do not allow any son of Adam to steal one foot of it. I would have one car or twenty cars of lumber returned from New York to Tennessee before I would allow one foot stolen under any pretense ; take this advice and you will never regret it in the long run. By so doing you will give yourself a chance. Also bear in mind that it is the little things that need the most looking after ; this done well the big things will take care of themselves. Fleas bother us more than elephants. If all the small streams that go to make up the Mississippi river were stopped there would be no " Father of Waters." Do not give any man a job for friendship's sake, but look to the qualifications regardless of friendship or wages.

Weight of Lumber.

The following table shows the weight of dry and green lumber per foot B. M. Although in some wood there is an occasional variation, the estimate is correct for all practical purposes.

	GREEN.	DRY.		GREEN.	DRY.
Ash	4½	3½	Holly	5¼	4
Beech	5	4	Lignum Vitæ	9	8½
Birch	4¼	3	Maple	5½	4½
Basswood	3½	2¼	Mahogany	5½	4¾
Chestnut	4	3	N. C. Pine	4	4¾
Cheery	4½	3¾	Oak	5	4
Cottonwood	4½	3	Pitch Pine	5	4
Cypress	4	3⅓	Poplar	3¼	2¾
Cedar	4	3	Sycamore	5	4
Elm	4	3¼	Sweet Gum	3¾	3
Hemlock	3	2	Walnut	4½	3½
Hickory	5	4	White Pine	3¼	2½

The large shingle mill of Mr. Fred Moore, Woodstock N. B., was destroyed by fire Oct. 3rd. The mill was built in 1887 and contained five first class machines.

THE NEWS.

ONTARIO.

—Spanish River lumbermen are going to make a small cut this winter.

—Mr. David Gillies will soon begin cutting timber on Lake Temiscamingue and the Colounge.

—The Rathbun Co., of Deseronto, are going to make a large exhibit at the Jamaica Exhibition.

—Lumber was exported from Peterboro' during the quarter ending Sept. 30th amounting to $26,599.

—Jas. Playfair & Co., Sturgeon Bay, have taken out an immense quantity of telegraph poles this fall.

—Mr. Jos. McCracken, formerly of Leamington, is now spoken of as "one of the lumber kings of Arkansas."

—Mr. W. J. Trenouth, of Fawkham, is remodeling his water mill and largely increasing its cutting capacity.

—Lumbermen report a very slight improvement in the number of cars obtained for their trade, the last month.

—Mr. McRae, who recently removed to Manitoba, has sold his saw mill in Derby to Mr. Yates, late manager of Jones' mill.

—Mr. Holbert's mill at Grass Valley, continues to run on shingles. Both lumber and shingles are being shipped from this mill.

—Two mills at Severn Bridge have finished their cut for the season. Mr. Rainey's mill will probably run until the river freezes.

—Sprucedale is growing very rapidly, and Lawrence Bros., of Lawrence Mills, are doing a large lumber trade in consequence.

—Malkin Bros., of Ilfracombe, are preparing to do quite a timber business at Axe Lake this season, and are paying good prices for pine.

—The E. B. Eddy Mf'g Co.'s old "Conroy" limit on the Madawaska river and the Clyde limits have been sold to T. McGuire & Co. for $30,000.

—It is understood that with the duty on pine lumber at $1 a thousand, there will be considerable shipped to Chicago from Algoma mills.

—The Georgian Bay Lumber Company, Waubaushene, last year ran 16 camps. This year they will run only four and will employ none but married men.

—Messrs. Murphy & Gates have completed their saw mill near the Polson works, Owen Sound, and have commenced work, employing about forty men.

—Very little shipping of lumber has been going on at Sturgeon Bay owing to a scarcity of cars. It is said that lumbering in that section will be dull this winter.

—The Hawkesbury Lumber Company's mills have closed down for the season. The reason assigned for the early closing is a scarcity of piling ground.

—Messrs. Whaley & Hutcheson's new saw mill at Huntsville is now in first-class running order. Their mill is considered second to none in Huntsville.

—There is a heavy demand for cars at Burk's Falls for shipments of lumber, shingles, bark and spruce wood, were they supplied. Two trains a week could be loaded at this station.

—There were exported from the Waubaushene consular district, for the quarter ending Sept. 30th, lumber amounting to $296,000; box shooks, $22,000; shingles, $10,000; telegraph poles, $6,000; laths, $1,000.

—It is reported in lumber circles that Mr. J. R. Booth has bonded 400 miles of timber limits on the Upper Ottawa from Alex. Fraser, of Westmeath, for $600,000, and that Mr. Peter Cotton is now travelling there in Mr. Booth's interests.

—Mr. J. Wilson, of Little Current, recently sent some 250 men from Ottawa to work in the Michigan lumber camps. The men are engaged on reaching the other side of the line, in order to avoid infringing on the law.

—The South Simcoe *News* says the lumber trade is still dull. This dullness will make work very scarce during the winter. The mills are all crowded with lumber. There will not be many logs cut this winter and therefore not much for the mills to do during next summer.

—The latest rumor is to the effect that a Michigan syndicate at whose head is ex-Gov. Alger, is negotiating with Canadians for the purchase of the timber on Hunter's Island situated in Lake Langanaga and Rainy Lake, on the northern boundary of Minnesota. The stumpage is estimated at from 500,000,000 to 1,000,000,000 feet. It will cost them at least $500,000.

—The Lowville sash, door and blind factory commenced operations last spring with twenty men, now the pay roll numbers upwards of fifty men, and is being gradually increased. Among the many orders on hand is one for an Albany firm amounting to $3,500.

—Charles Greaves was skidding logs for Parker & Wheeler, of Maidstone. On one day he skidded 104 logs, which, being measured were found to contain 29,700 feet. This is considered a very large day's work for one team.

—A schooner loaded with lumber attempted to drop down the river the other day without the use of a tug, and crushed into the ferry Hope that was lying at Windsor. The side of the Hope was crushed in, causing a loss of about $150.

—The business of Mr. Peter Robinson, manufacturer of lumbermen's tools on the Chaudiere, has increased largely lately, and he is now extending his premises to three times their former size. He finds his patents take with the lumbermen.

—This winter the Collins Bay Rafting Company will build a tug boat at Collins Bay to take the place of the steamer McArthur, burned a short time ago. The new boat will cost $25,000, and be composed principally of steel.

—A powerful tug to replace the tug D. McArthur will be built at Collins Bay at a cost of $25,000.

—The Rathbun Company will cut a large number of logs on the Moira river this year and operations will be about the same on the Trent waters.

—MacLaren & Co's saw mill at New Edinburgh will close down altogether for the season early this month. The cut will not be quite as large as that of last year.

—The mills at Huntsville are about shutting down for the season, and vigorous bush work will begin at an early date. The Moore Lumber Company have already sent a large force of men into the woods.

—The Ottawa customs house returns for September were, free goods imported $104,584; dutiable, $80,535. Total $185,124. Goods entered for consumption $77,553 and duty collected $24,790.

—Messrs. Young & Leslie Bros., of Owen Sound, who had their mill destroyed by fire last summer, have rebuilt their saw mill and factory, which is now in running order.

—The Casselman Lumber Company's mills, at Casselman, closed down on the 25th after one of the shortest seasons known for years. The sash and door department is to be extended by a branch in Montreal under the charge of Mr. E. D. Morin, now foreman in Casselman.

—Large shipments of lumber are going forward from Ottawa to the States since the repeal of the export duty on logs, and both the C. P. R. and C. A. R. are pressed for cars.

—Lumber shipments have been very active at Parry Sound since the export duty has been taken off; all the different lumber companies being engaged in shipping lumber to the States.

—A few sales of square timber have been made recently, but nothing to indicate that any great proportion of the stock will be worked off this fall. Bernhart & Co. sold 140,000 feet, 54 feet average at 30 cents, and Hurdman a small lot at 25¼ cents.

—Cameron & Son are busy getting out the timbers for a contract of the Canadian Pacific railway. The company is constructing two steamers at Pembroke, and requires 15,000 feet of oak. Some of this material will be in very large sticks, the timbers for which were brought in from Milleroche by the Grand Trunk recently.

—Canada's forest wealth is to be well illustrated at the forthcoming exhibition at Jamaica, W. I. Adam Brown, the commissioner appointed by the Dominion Government, is arranging with Canadian lumbermen to make a magnificent exhibit there.

—Allan Grant, of Toronto, Canada, formerly secretary for the British Canadian Lumber Company is likely to be committed to jail for contempt of court in retaining and refusing to produce certain books belonging to said company.

—A gang of thirty men left a few days ago for the Garden river, a tributary of the Kippewa. They were sent up by Capt. W. O. McKay, to make square timber for the concern of E. D. Moore.

—A correspondent writing from Commanda, says that Mr. Robert Smith, of Pembroke, has the contract of putting in six million feet of logs for the Ontario Lumber Company, and has already about one and a-half million on skids. The logs will be watered in Commanda creek, and thence taken to the mouth of the French river. This company have 54 men employed in their camp and also a gang of 14 men improving Commanda creek.

—Some effective work has been done by the Government dredges in the Ottawa river this season. Hillman's Bay was found to be a a solid bed of sawdust.

The Indians on the Wikimikong Reserve, Georgian Bay, are going into lumbering operations with great energy this season and they will be assisted by skilled white labor.

—Cedar and pulp wood are in great demand on St. Joe's Island, Georgian Bay, and business is booming at Richard's Landing in consequence.

—The Upper Ottawa Improvement Company expect to have all their logs in the Quio boom by the last of October. Last year they left over 40,000 logs at the Des Joachims, but these are all down with this year's drive.

—Shantymen are still wanted in Ottawa, as many of the idle men prefer to loaf around the Lower Town boarding houses rather than accept a winter's work at low wages. Capt. McKay has an order for three hundred men to go up for the firm of the Dickson Co., of Peterboro'.

—A Muskoka lumberman recently stated that last spring a dealer offered him a fair price for all the lumber he had in stock. To-day, owing to inability to obtain cars, the lumber is still in the mill yards, the market is gone, and the lumberman has to bear the loss of interest in carrying over the stock even if the prices should advance to the old figure next season.

—The mill men at Ottawa are as a unit in saying that the season is the worst for many years. Owing to the depression in the lumber trade men accustomed to obtain employment in the woods there during the winter have left for other localities. Some have gone to New York state, some to British Columbia, a large number went to Manitoba, and more recently a large number have been sent to Michigan.

—The rate of allowance on account of contingent expenses of square timber cullers has been reduced, it having been found that the existing allowance was out of proportion to the requirements of the service. The new rates are as follows: Waney timber, 1 cent a piece; square timber, other than waney, ½ a cent a piece.

The Deseronto *Tribune*: The McKinley Bill has during the past two weeks caused the greatest rush ever known at the Cedar Mill, which has been running day and night cutting railway ties, posts, etc. Large gangs of men are employed, and Messrs. Roach and Hoppes have had a busy time. Posts, ties, and telegraph poles in vast quantities have been coming in by train from the back country day and night, as many as forty cars being unloaded in a day. The Cedar Mill has been turning out 4,000 ties a day. All this material is rushed over on the barges to Oswego and Charlotte.

—Lumbering operations in the neighboring townships around Thessalon promise to be brisk this winter. Mr. D. Gordon will take out about 6,000,000 feet of logs, operating in Coffin township. Mrs. Wm. Ausley has the contract of taking out the remaining timber on Burton Bros'. limits. McArthur Bros. will operate in the township of Bridgeland, and will take out about the usual quantity of square timber. It is expected that more than the usual quantity of pulp wood will be taken out.

—The Midland *Free Press* says things are going to be mighty dull in the lumber woods this winter and not over one-quarter the usual cut of logs will be taken out during the coming season as compared with that of last. From all quarters comes the report of shutting down in the production of saw logs, and of course that means a small cut of lumber next summer. Over-production and fear of dull times is the cause.

—Manitoulin *Expositor:* Lumbering will not be brisk this winter. Conlon Bros. are only running one camp, the red mill company are not in the bush at all yet, and Patton & Co. are also resting on their oars. Only Charlton and Howry & Sons seem to be keeping up the old gait. This means a considerable falling off in the work, and as the unemployed shantymen on the Ottawa are seeking work on the Georgian Bay wages are likely to be low.

—Reports from Midland indicate that operations by the trade at that point will be conducted on about the usual scale during the coming season. The Emery Lumber Company will take out of their limits 30,000,000 feet of logs, about one-third of which will be manufactured in the Miscampbell mill at that place and the balance floated across the border to be manufactured in the mills of the company on that side. Peters & Cain will manufacture as usual next year about 5,000,000 feet of lumber. Their past season's cut has been all sold. Chew Bros. operations will be about the same as in previous years. It is understood that they have already disposed of at least fifty per cent. of their next season's cut at satisfactory figures. The Ontario Lumber Company have a large force of men already in the woods and expect to take out an average stock. Mr. Miscampbell, who manufactures almost exclusively for the Emery Lumber Company will, it is expected, cut about 10,000,000 feet in his mill next year.

QUEBEC.

—Bedard Godfroi, lumber dealer, Montreal, has assigned.

—The mills at Buckingham have closed down for the season.

—Mr. Morgan, of Coaticook, is building a mill up Mae's River, for sawing clapboards &c.

—G. Beddard, lumber dealer, Montreal, has been served with a demand of assignment. He owes $2,300.

—Thistle & Carswell's raft of square timber, the last one brought down the Ottawa this season' reached Grenville early last month.

—It is reported that Messrs. Hurdman & Co., of Hull, have disposed of their square timber at about 7 cents per foot under last year's prices.

—The E. B. Eddy Manufacturing Company have sawn 35,000,000 feet this season, and they will probably run until the frost closes them down.

—A large number of Hull men have engaged to go lumbering for the firm of Maclaren & Edwards up to the Gatineau as also to Sudbury and Magnassippi Lake limits.

—The new paper pulp factory of the E. B. Eddy Manufacturing Company, at Hull, is already inadequate to meet the demands. An addition to be built this winter, doubling the capacity of the establishment, is in contemplation.

—Messrs. D. H. Henderson and N. Henderson, of Montreal, have taken a seizure on the lumber held by the Ontario Bank as security for advances made to the Henderson Lumber Company and located on premises for which the present plaintiffs claim $9,627 rent.

—In the arrival of ocean tonnage at Quebec this year there is a decline of 5,474 tons in sailing craft and an increase of 28,980 tons of steamship tonnage as compared with 1889. A comparative statement of timber passing throug the culler's office shows an increase of 3,538,984 cubic feet to 4,630,791 cubic feet in waney white pine as compared with last year. White pine decreased from 4,068,364 to 3,451,017 feet; red pine from 632,513 to 301,642 feet; oak from 1,160,453 to 1,085,242 feet; elm from 744,902 to 611,452 feet; birch and maple from 365,980 to 186,810 feet.

NOVA SCOTIA.

—Mr. Samuel Dodge, Middleton, has started a sash and door factory, and will saw dimension stuff, staves, etc.

—Mr. Claude Hartland has started a factory at Liverpool, for the manufacture of sash, doors, blinds, mouldings, etc.

—The Barclay Clements Company, limited, is applying for letters patent for the carrying on throughout the Dominion and elsewhere of a general commission, shipping and brokerage business, chartering and employing steamers, and the purchasing, holding and selling timber lands, etc., etc. The chief place of business will be the town of Yarmouth. The amount of capital stock is $50,000.

—Extensive rains recently caused a serious flood in Cumberland county and did damage to a number of manufacturing establishments. At River Philip, C. A. Thompson & Bros'. portable saw mills was carried into the river. John Bent's mill-dam, near Amherst, also burst and 2,000 logs were swept down the stream, breaking Curran Bros'. dam, and letting loose 8,000 logs which were carried out to sea.

NEW BRUNSWICK.

—C. E. Smith, lumber dealer, Fredericton, has failed.

—A North Shore paper notes the fact that four shingle mills have been destroyed by fire on the Restigouche within six months. One above and one at Campbellton, one at River Charlo, and one at Nash's creek.

—Extreme dullness still characterizes the lumber market at St. John. The mills are shipping, but not to any great extent, hoping for an improvement in demand and prices.

—A Liverpool correspondent notes the fact that Mr. Alexander Gibson has piled on shipper's account on the Hornby storage ground five cargoes, amounting in all to about 4,000 standards, instead of placing them on the market. These deals (spuce) were all shipped from St. John.

—The clause in the McKinley bill which imposes a duty on railway ties and telegraph poles will interfere to some extent with an important industry in one section of this province. Kent county, for example, has been shipping large lots of ties by schooner from the port of Moncton during several years.

—Already the operators are getting their crews into the woods for the winter's work. The favorable conditions of last winter enabled the lumbermen to get out not only the whole of the season's cut but any that had been hung up in the previous year, thus making an unusually large amount available. Considering the condition of the foreign markets, it would be well if the lumbermen would avoid an overproduction.

—Fredericton *Gleaner:* It is estimated that the number of logs to be wintered after the closing down of the mills on the St. John river this year will run up to 75,000,000 feet. The percentage of the cut wintered on the Miramichi and Restigouche will not be so large, but it is large enough to warrant, with the declining price in lumber, a great curtailment in the operations this winter. On the Restigouche, there will not be more than six millions got out. On the Miramichi the cut will probably not be more than half of last year, and on the St. John probably little more than one-third. Where thousands of men were at work in the woods of this province this time last year there are not two hundred at work to-day. Mr. David Richards starts for the Restigouche with twelve men to-morrow. Mr. Welch has gone to the Miramichi, and Messrs. McIntosh & Kilburn, David Kessick and Robt. Connors, of the St. John, have all small crews now at work.

MANITOBA AND NORTHWEST.

—Mr. Vogel, a timber land explorer, reports that in northwestern Manitoba he found a "limit" in which 150,000,000 feet of white spruce had been killed by fire last season. Most of the bark and branches, besides a foot of the moss and vegetable deposits upon the ground, were burned.

—W. J. Mather has opened a lumber yard at Neepawa.

—It is estimated that upwards of seven million feet of lumber have been shipped from Lake Winnipeg mills this season.

—This season's cut at the Lake Winnipeg Transportation Company's mill, at the Bad Throat river, Lake Winnipeg, up to date, has been 1,400,000 feet.

—Selkirk lumber dealers complain of the scarcity of cars for lumber purposes.

BRITISH COLUMBIA.

—Genelle Bros. offer their saw mill near Sproat for sale.

—John Valentine has secured a timber limit on Greeley creek, about six miles up the Illecillewaet, and will establish a shingle mill, for which the water of the creek will be utilized as the motive power.

—Several large transfers of timber licenses in British Columbia are reported. The purchasers are the Branch Lumber Company, of New Westminster, and the Ross-McLaren Company. The bonuses paid range from $750 to $3,000 per square mile.

—The Columbia River Company are operating two saw mills at Beaver, near Donald. There is considerable valuable timber in that region.

—The Davies-Sayward saw mill at Pilot Bay, on the east side Kootenay Lake, is now near completion. The mill owners have called for tenders for delivering 500,000 feet of logs at the mill this year and 3,000,000 feet next year.

—A new shingle mill is in course of erection at Westminster for Elmer Ward, a young man from Frederickton, New Brunswick. The capacity of the new mill will be about 30,000 shingles per day.

—A refuse burner is being erected by the Royal City Planing Mills Co., at its mills on False Creek, Vancouver, for the purpose of burning up the refuse, instead of dumping it in the creek.

—The new saw mill being erected on Burrard Inlet, near Port Moody, will be a very large establishment. The main building will be 300 feet and its height two stories. The capacity of the mill will be 100,000 feet per day, besides shingles and laths. A mammoth new burner to consume the refuse will also be erected, 22 feet in diameter and 120 feet high, with double iron casing and many new improvements. The mill will be driven by two large engines, 600 horse power, and six boilers. The company own some 120 acres of land at the mill, besides large timber limits in different parts of the province; and from the mill lumber can be shipped by rail and vessel to any part of the world. Next spring a large dock will be built, 100 feet wide and 3,000 feet long, the whole length of the mill on the north where the largest ship can load. It is expected that the mill will be completed and running early next summer. Mr. James B. McLaren, formerly of Ottawa, is the business manager and part owner.

AMERICAN.

—The St. Louis Lumber Exchange is considering the advisability of admitting consumers to membership.

—The Morse Manufacturing Company, of Alpena, Mich., will bank 6,000,000 logs on Canada Creek and Thunder Bay river this winter.

—J. C. Forsythe, secretary and treasurer of the Normandale Lumber Company, Normandale, Ga., was shot and killed at that place by an unknown assassin, Oct. 7th.

—Lumber receipts at Tonawanda, N. Y., for September were considerably in excess of the same month last year, the total being 98,302,000 feet, and 7,100,000 shingles.

—During the past five years fifteen saw mills have burned on the Saginaw river, having an aggregate annual cutting capacity of about 250,000,000 feet, and three new mills have been constructed in the same time having a capacity of about 60,000,000 feet.

—A very large transfer of Pennsylvania timber lands was recently consummated at Olean, N. Y., it being the purchase of 18,000 acres of land in Elk County, Pa., by S. S. Bullis, of Olean, the price paid being $360,000. The land is heavily timbered with hemlock and valuable hardwoods. It it said to be the largest and most valuable block of timber stumpage remaining untouched in the Pennsylvania hemlock belt.

—The bridge being built across the Columbia river at Vancouver, Wash., by the Union Pacific, will consume for its false works about 5,000,000 feet of lumber. Of this amount 500,000 has been delivered. The bridge will cost over $1,000,000 and will be built of steel. It will be the finest one on the Pacific coast

—The adjustment of the affairs of E. B. Holmes & Co., Buffalo, has not yet been accomplished. The creditors are considerably scattered, and their signatures are not easily obtained on that account. The business has meanwhile been resumed.

—Since the Canadian Government removed the export duty on logs there has been a revival of trade at Oswego, lumbermen having forwarded orders for more lumber.

—Nearly 300,000,000 feet of lumber have been cut in the Duluth, Minn., district this season which has now closed. The exact figures are not far from 289,500,000, which compare very favorably with the cut of 1889, which was 250,608,000 feet, or with that of 1888, which was 263,330,000 feet.

—Large lots of timber are being cut in and about Triadelphia, Morgan county, O., and shipped via Wheeling, W. Va., for England. The timber is nearly all oak, to be used in the government ship yards at Liverpool. It is very carefully inspected and brings a good price at the mill.

—R. G. Peters, of Manistee, Mich., one of the lumber barons of the state, and who was interested in many big enterprises, has made an assignment to Mr. A. M. Henry, of Detroit. The failure involves millions of dollars worth of property and will be far-reaching in its effects.

—Minnesota lumbermen are figuring on the cut of the season preparatory to clossng down. The cut this year will exceed that of last year by several million feet. The estimate places it at not less than 325,000,000 feet and not more than 350,000,000. The season as a whole has been prosperous, the demand for lumber being good and the price profitable. The lumbermen generally are not arranging to cut as many logs next winter as they did last, but do not mean that there will be any less lumber cut next year. On the contrary, some of the lumbermen think that next season will be the banner sawing year and that the product will reach 400,000,000 feet. There are now more logs in the Mississippi River than ever before.

—The failure of the Empire Lumber Company, Chattanooga, Tenn., has caused a great deal of surprise. Failure to pay notes for lumber to the amount of $200,000 precipitated the trouble. Lack of logs on account of low water, money stringency, two accidents to the engine at Empire and the failure of the Indianapolis Car Manufacturing Company to extend paper are the reasons assigned for the embarrassment. The company owns two plants. One is located at Empire, Ga., at the junction of the Empire & Dublin railroad and the Georgia division of the East Tennessee, Virginia & Georgia railroad. The other mill is at Seddon, Ala., on the Georgia Pacific railway, 38 miles east of Birmingham and 28 miles west of Atlanta, near where the road crosses the Coosa river. The two mills had a capacity of 165,000 feet; planing mill, 95,000; shingle mill, 75,000; dry kiln, 70,000. The two mills and timber land are estimated to have cost about $600,000.

NOTWITHSTANDING the fact mentioned in another column that Mr. E. W. Rathbun has gone to England to effect a sale of his extensive timber limits, mills, &c., one of the biggest deals in lumber mills and timber limits ever made in Canada will be shortly consummated between E. W. Rathbun & Co., of Deseronto, and David & Allan Gilmour, of Trenton, Rathbun & Co., have given the Gilmours a check for $10,000 to hold open until the 1st of January, the bargain made for the option of the purchase of their mills at Trenton, and everything pertaining thereto, and all the timber limits on the Trent river, etc. The deal represents about a million and a quarter dollars. The capacity of the mills is seven thousand logs daily.

OUR ALBANY LETTER.

ALBANY, N. Y., Oct. 28th, 1890.

The amendment tariff now reads as follows :

"Timber, hewed and sawed, and timber posts for spars and wharves, ten pet cent. ad valorem. Sawed boards, plank, deals, and other lumber of hemlock, whitewood, sycamore ; white pine one dollar per thousand feet board measure. Cedar posts. paving posts, railroad ties, and telegraph poles of cedar, twenty-five per cent. ad valorem. Pine clapboards one dollar per thousand, spruce clapboards one dollar and fifty cents per thousand, lath fifteen cents per thousand pieces, pickets and palings ten per cent. ad valorem, white pine shingles twenty cents per thousand ; all others thirty cents.

By the time another month rolls around business will about have reached an end in this market, and the dealers will be prepairing to go into winter quarters in the city.

Albany while being one of the best arranged and most convenient markets in this country for handling lumber by winter is by no means what might be called a railroad shipping point as the facilities for shipping and receiving by car are very poor, the lumber having to be carted long distances, consequently when navigation closes the majority of the merchants shut up their offices and yards in the district which extends along the river front about a mile above the city and move into town where they sit around until spring, though some do a small car trade filling orders for consumers who happen to run short of stock.

This month will wind up the receipts for the year. Shipments from the mill are about completed and not much more can come down the canal before it closes. We will not go into winter with as large a stock this year as has been carried over in some previous years, but there will be assortment enough to supply all the requirements of the spring trade.

Both lake and canal freights have been low all season and the dealers have been the gainers, but the boatmen will probably have to crawl out at the little end of the horn.

The trade in all grades of pine both Canada and Michigan has held out only fairly well during the past month as the bottom seemed to drop completely out of the New York market and a moderate demand only was the consequence. Still the present month will no doubt see a good business doing for the wind up of the season as the dealers below have scarcely got in their full winter's stocks yet.

In Canada pine the demand has been paincipally on the intermediate grades such as 1 and 1¼ inch cutting up, 1 to 2 inch yard picks, dressing lumber, and 1¼ and 1½ inch box. The demand for 1x10 boards and for pine lath has also picked up somewhat of late though the supply is not any too large. One inch box has been scarce for some time past but the thicker grades are in better stock. Prices on all thicknesses of box lumber will probably advance a dollar or more before the season ends.

The New York export trade has about cleaned this market out of thick uppers, and the stock remaining is very high.

It is rumored that the Chicago dealers have this week made a general advanee on all grades of lumber of $1.50 per thousand, and that there was a possibility of Michigan manufacturers following suit. How true this is we do not know, but any advance of pines in Michigan would hardly effect us this fall. Next spring it might have a tendency to stiffen up pines here somewhat.

The condition of the spruce market remains unchanged. The stock is by no means large, but the demand continues with prices firm. Cull spruce of all grades has had the largest sale. Cull hemlock of all widths is in light stock but good demand.

Prices on several grades of cull spruce and hemlock have recently advanced owing to light stocks and the difficulty of obtaining a new supply.

The hardwood trade has come in for a good share of the business of the past month and quotations rule firm. On cherry and ash prices are stiff for choice lots, while quartered oak is in good demand it being all the fashion now for furniture.

John M. Winnie, of Saxe Bros., and Nelson H. Salisbury, of Hughson & Co., were in Ottawa last week buying stock for the fall trade.

Thomas Holmes, of Montreal, was in the city a short time ago and visited around amongst the dealers in the district. He did business for many years in this locality and is well and favorably known to the trade. He has many friends in Albany.

James. M. Irwin, of Peterboro', Canada, dropped in on us a few days ago in company with his old friend, Chas. H. Getman, formerly of Oswego, but now of Stamford, Conn.

Mr. Irwin makes occasional trips to the States when he has any choice stocks to dispose of, and his visit here was for the purpose of placing some lots of lumber with Albany parties. How well he succeeded we did not learn.

Robt. A. Stuart, of Pierce & Co., Ottawa, was in town about the same time, on about the same errand. Mr. Stuart is well known to the trade in all the lumber centres and is a hustler when on the road selling stock.

Twenty-five thousand acres of spruce lands in Northern New York owned by L. Thomson & Co., of this city, recently sold for $5 an acre.

OUR BRITISH COLUMBIA LETTER.

The Burnette Saw Mill Co. are now running to their full capacity and turning out work of all kinds, mouldings, etc. They have trimmers for butting their lumber to equal lengths, which is a great advantage to all using it over the old way of uneven lengths. The whole of their machinery is working very well.

A remarkable accident happened in their mill early in October. A mechanic had his head caught by the key of a shaft pulley as he was coming down a ladder after putting on a belt and whirled round the shaft. In revolving the back of his legs caught in the ropes of the rope-feed and wound round the shaft with him, and so securely was he bound that the rope had to be cut to pieces before he could be released. The rope so winding threw the belt driving this shaft off the pulley and this is one cause which contributed to save the man's life. The three inch shaft was bent. When he was taken down he was insensible, but soon revived and is at work again. All his clothing was torn off except his overalls and boots.

The fires this year did very little or no damage to timber in the New Westminster district.

The over due barque "Astoria" with the second cargo of steel rails for the New Westminster and Southern Railroad has at last arrived and is discharging at the new wharf at Liverpool, B. C. The work of track laying is going on rapidly and soon New Westminster will be in direct communication with the States by railroad, terminating for the present opposite this city.

We were glad to see the prominent notice you gave on first page October issue to the large sticks of fir sent to Montreal.

The local demand for lumber keeps up and shipments to Manitoba and the North-West Territory are ever increasing.

A new departure in exports is shipments per steamers, two being chartered during October for Melbourne, Australia Freights continue high as vessels are scarce.

The Maclaren Ross Lumber Co. have added four nice cottages to their village at Millside, to be occupied by their employees. It is expected they will be sawing to their full capacity shortly.

Messrs. Purdy & Dixon are building a mill to cut about 25 M daily, three miles west of Mission St. on the C. P. R.

Two local practical men have formed a company with eastern capitalists and are applying for Incorporation. The capital is $500,000. Their intention is to build on the Fraser River, which is undoubtedly the very best position for such industries.

Building has been very brisk in Victoria, Vancouver and New Westminster all summer and shows no signs of falling off yet. Last week's steady rains retarded operations, but they are again in full blast and it is to be hoped that the present mild and fine weather may continue.

Many of the farmers have improved their buildings and fences, and the new settlers have also contributed to the demand for lumber, and seldom a day passes without lumber going either up or down the river.

Ship "Titania" now loading salmon for England will sail for New Westminster about 1st November. This is the first direct shipment. The salmon is generally sent to Victoria for shipment.

Royal City planing mills here intend excluding local orders and shipments to the North-West Territory, while exports per vessels will be for their mills (The Hastings) on Burrard Inlet.

Ship-owners and captains prefer coming here, as the fresh water cleans the vessels as effectually as if put into dock and scrubbed.

There are constant enquiries for timber limits for American, English and Canadian capitalists.

Elmar Ward's new shingle mill at this city is turning out a superior cedar shingle. Two car loads have been sent as far east as Winnipeg.

The Simmons, Burpee, Elkin & Smith shingle mill on Vancouver Road will shortly be under way.

The Mechanic's Mill Co. have all the orders they can execute.

H. B. Beeton, Esq., representing the British Columbia Government in London, Eng., has been busy collecting all possible data re lumber, timber limits, saw mills and their outputs, etc., for Whitaker's Almanac. Mr. James Maclaren, President of the Maclaren Ross Lumber Co., is at present here.

H. G. R.

HOME AND FOREIGN TRADE REVIEW.

Office of CANADA LUMBERMAN,
Oct. 31st, 1890.

The local lumber trade remains in about the same condition as it has for some months past, with the exception that there are more inquiries, but prices remain uchanged. Trade in the west has improved to some extent as many of the dealers are laying in their their stocks for the winter ; early shipments for the east are looked for. The old standing complaint of a scarcity of cars is heard on every hand as no increase in the supply of cars has taken place to date. This is not to be wondered at as the increase supply was not promised before the 15th of this month, and when it does come it will be most too late to be of any material benefit to the trade.

Since the export duty on logs was taken off, lumber shipments in the Ottawa district have largly increased, and the prospects for the rest of the season are decidedly encouraging. Notwithstanding the lumber for shipment at Ottawa will aggregate over 200,000,000 feet, the mills are nearly all in full blast, and as much lumber is being turned out as at any period during the summer. J. R. Booth's, Perley & Patte's, and the Bronson & Weston mills are running day and night. It is too early to obtain anything but approximate figures as to the number of feet cut during the season, but it has been less than last year. Messrs. Pearce have cut more than they ever did. Just when the mills will close down will largely depend on the weather, but most of the mills will quit cutting by the middle of November.

At Montreal the lumber trade has only been fairly active during the month. There is, however, a better demand for lumber locally, the trade requiring their purchases for immediate consumption. Within the past two weeks the export trade has been working up somewhat as more business is being done in that line. Prices remain unchanged.

The Quebec market continues without much change. A raft of very good Ottawa pine recently changed hands at prices which have not transpired. For hardwood there is rather a better demand. The trade at that port, may upon the whole, be regarded as dull, and is likely to remain so until the close of the season. The shipping houses have sufficient stock to meet all present engagements, and in the uncertain state of business in Great Britain are not inclined to purchase as usual for next year's requirements. There has been a slight un-

improvement in the demand for oak, elm, etc. In deals there is very little doing, and sales of pine and spruce are only effected in small quantities for shipment.

One of our correspondents writing under date of Oct. 27th, has the following to say regarding the Quebec trade: "Our opinion is that few sales will take place in waney board cr square pine this autumn, as the markets of Great Britain do not show much sign of improvement. Prices have dropt, and stocks are heavier there than they expected they would be at this season! In Quebec only some four or five Ottawa rafts have changed hands this summer, and a few lots of western waney apart from what has come forward on contract, and the Quebec shippers do not seem at all disposed to stock themselves as usual. We are inclined to believe they will rest on their oars, and purchase next winter or next spring when they see a prospect of reselling. The stocks of white pine here are heavy, and if manufacturers will only keep entirely out of the woods this coming winter and not make a stick of pine for the Quebec market, things may come round next summer. If they go on making even to a small extent, it must be disastrous to the trade seeing the large stock unsold in our coves. On the Ottawa we learn that three or four rafts will be got out, a portion only to come to market in 1892. We hardly think Michigan men will compete as waney has been sold as low as 35cts. for 20 inch. Hardwoods have done a little better, but the demand is very limited."

Following is a comparative statement of timber &c. measured and culled at Quebec to date.

	1888.	1889.	1890
Waney White Pine	1,968,547	3,702,703	4,951,220
White Pine	1,661,884	4,222,906	3,694,678
Red Pine	567 069	634,447	324,702
Oak	1,139,252	1,329,494	1,227,982
Elm	171,388	748,619	611,582
Ash	150,361	250,364	142,450
Basswood	770	2.635	456
Butternut	419	1,573	2,112
Tamarac	3,245	16,233	8,246
Birch & Maple	171,949	365,980	191,033
Masts & Bowsprits	.....	.....	.....
Spars	5 pieces	33 pieces	.....
Std. Staves	72.3.1.27	60.0.1.12	10.6.1.22
W. I. Staves	385.0.1.9	120.6.2.14	7.7.0.19
Brl. Staves	16.0.1.22	1.5.2.14	.....

FOREIGN.

The trade at London has shown some signs of improvement, the majority of dealers and merchants, as also the yard keepers being evidently of the opinion hat at the present level of spot prices there is very little risk in buying either as a matter of speculation or for stock purposes. The hardwood market continues steady. A good consumption is going on, and a healthy tone appears to pervade the whole hardwood trade, while all other branches of the timber trade are as much depressed. The American hardwood market remains about the same. Black walnut of good quality is in brisk demand at inflated prices, and there is a good demand, stimulated to some degree by the scarcity of mahogany.

The *Timber Trades Journal*, of Oct. 18th, says :—"There has been a good deal said about the present stock of Canadian goods uow in London, and its influence on pricss, those immediately interested in this class of wood holding the opinion that what the trade have now to deal with cannot be called a heavy stock, and, coupled with the predicted scarcity next spring, will soon bring about a reaction in prices that must restore the shattered condition of the market arising from the destructive volume of stuff forced on unwilling buyers at the public sales. That prices have undergone a wonderful change since January cannot be questioned, and, as regards pine, we are well within the mark at putting it, all around, at £3."

The London *Timber* of Oct. 11th, speaking of birch at Liverpool, says :—"The 294 logs of Quebec wood, ex Thomas Hilyard and Minnehaha, have landed fresh and of excellent quality, and have been secured entire by Mr. F. Parker, of Manchester. The 174 logs of Quebec wood ex Miriam, all 18 inch and upwards deep, have been sold to Messrs. James Halsall & Son. The large shipment of St. John planks, ex Catherine, are anding bright, clean and of excellent quality. The MacLeod brings 5,800 planks, the Ossuna 1,883 planks and the Konoma 1,325, all from Richibucto. The John Wesley also contains about 3,000 planks from Halifax. The bulk of these arrivals are a further burden upon an already depressed market. There is rather more demand for planks, but prices are in a state of chaos, and it would be difficult at the moment to fix any market values." The same journal under date of Oct. 18th, says :—"The arrivals at Liverpool have not been very numerous, and the quays are chiefly covered with Quebec goods out of vessels which have been discharged during the last fortnight. There is no doubt that the import from Canada this year has been a little too large for the requirements, and in some cases a great deal of difficult has been experienced in placing the goods even at a reduction on the cost price."

BRITISH BOARD OF TRADE RETURNS.

The foreign timber returns of the London Board of Trade for the month of September do not appear to be at all favorable to the timber importer. The September returns show a decrease on last year of 13,928 loads or something over 1⅓ per cent., although the decrease in value during the month, as compared with last year is over 9 per cent. The official returns for the month give the imports of hewn timber at 257,326 lds. in 1890 as against 286,136 lds. in 1889; and the value £573,785 in 1890 as against £689,839 in 1889.

In sawn timber the imports were 737,373 lds. as against 722,491 lds. in 1889; and the value at £2,286,-905 in 1890 as against £2,506,012 the same month in 1889, showing that whilst there was an increase of 14,882 lds. there was a depreciation in value of £123,053. The total Imports of hewn and sawn timber for the month are set down at 994,699 lds. as compared with 1,003,627 lds. the same month last year, and the total value at £2,286,905 as compared with 2,506,-012 in September 1889. For the nine months ending Sept. 30th we have the following: Hewn timber 1890, 1,722,329 lds., 1889, 1,735,049 lds.; value £3,830,043 in 1890 and £4,048,808 in 1889. In timber, sawn or split, planed or dressed, the figures for the same period are: 3,575,477 lds. in 1890, and 3,905,473 lds. in 1889; value £8,452,257 in 1890 as compared with £9,668,638 in 1889. The totals of hewn and sawn for the nine months are: 1890, 5,297,806, and in 1889, 5,640,522; value £12,-282,300, this year as compared with £13,717,446 the nine months of the previous year. The exports of timber for the month of September were 1,567 lds. as against 725 lds. the same month last year, and for the nine months ending Sept. 30th, 1890, 16,408 lds. as against 20,675 the same period in 1889. and the value of exports are £63,057 in 1890, and £77,274 in 1889.

GENERAL NEWS.

—Messrs. Burton & Bro.'s mill, at Bying Inlet, Ont., cut this season up to Oct. 31st, 13,515,000 feet. They shipped up to the same date 15,130,000 feet. Wages in the woods along the north shore of the Georgian Bay will be much less than last winter.

—M. Joseph Bedard, M. P. P., and Mr. W. R. Jones, editor of the Richmond *Guardian*, called on the Dominion Government the other day to ask for the reimposition of the export duty on spruce logs.

—Mr. Shaugnessy, managing shipper of the Chaudiere branch of the Canada Altantic Railway, reports that the shipping of lumber has not been livelier since the branch was built than it is at present. The demand for cars has been enormous and he was unable to get half enough. For the past two or three weeks some two and a-half million feet has been loaded at the Chaudiere per week.

The Gilmour Bros, Ottawa, Ont., have sold out their entire stock of lumber to American buyers. Mr. A. P. Cook, of Whitehall, N. Y., was one of the largest buyers.

—Brennan's new shingle mill at Sundridge. Ont., is doing some big cutting.

—Mr. David Gillies, the well-known lumberman of Carleton Place, Ont., has been up in the Conlonge district where he has a limit of 2,500 square miles and reports operations exceedingly quiet and has a doubt whether or not he will begin work there this winter or not.

—The big saw mill at Bradford, Ont., has closed down for the winter.

—The depression in the lumber trade has seriously affected Temiscamingue, Ont.

—There is a large business being done in the way of lumber and wood at Coldwater, Ont., and no complaint of lack of cars.

—Mr. Peter Milne, of Stayner, Ont., will erect a saw mill near Angus.

—This season the Longford Co's shingle mill did not cut half what it did last year, and half of this season's cut is on hand.

—The C. P. R. are going to greatly enlarge the lumber docks at Owen Sound, Ont.

—Mr. McIntyre, of Niagara Falls, N. Y., has made arrangements for starting a steam pulp mill at Sturgeon Falls, Ont.

—C. D. Smith, Boissevain, Man., is moving his saw mill outfit to Vancouver, B. C., where he will go into the lumber and shingle business.

—Gould Bros., planing mill, etc., Amherst, Ont., have dissolved; business will be continued by C. E. & A. W. Could.

—The timber trade is brisk in Vancouver, B. C., all the mills which go in for foreign trade having large orders ahead.

—H. H. Spicer, travelling agent for Slater's shingle mill, at Vancouver, B. C., has returned from an extended business trip as far east as Chicago. Mr. Spicer succeeded in making firstrate business connections in and around Chicago; he also did a large amount of business in Manitoba and the Territories.

—Peter Shaw & Co., lumber merchants, Bracebridge, Novar and Toronto, have assigned to E. R. Clarkson. The Dominion Bank is a creditor to the amount of about $33,000. The assets are estimated away up above the sums mentioned, and a settlement will likely be effected with the bank. There are nearly $35,000 worth of judgments against the firm.

—Walter J. Reed, of Ayr, Ont., in sending in his subscription writes :—"I am just busy setting up and refitting the machinery of my saw and planing mill. Having secured a small stock of logs last winter owing to the lack of snow, I moved my saw mill in May to the pinery of Robert Easton, to the south of Ayr. Having finshed cutting, I am now moving it back to my own place. Lumbering has been dull here the past season as little building has been done and our market is mostly local. There has been a good demand however for hardwoods, especially red and white oak, and better prices could be had but stocks were small."

—Messrs. McClymont & Co.'s saw mills at New Edinburg, Ont., has closed down for the season. The season's cut is about twelve million feet.

—James Maclaren & Co., Ottawa, will close down their mills on Nov. 1st. The total cut it is said will be about 30,-000,000 feet. A number of the men employed during the summer will go up to their shanties on the Gatineau for the winter.

—The Longford Company's shingle mill, at Lonford mills closed down Oct. 8th.

—Messrs. Thistle, Carswell & Mackay have contracted to saw 18,000 logs belonging to Messrs. O'Brien & Barry. This will keep their mills at Calabogie running until winter sets, in.

—Mr. Thomas Boyes, of Barrington, N. Y., has been making arrangements to begin lumbering operations on the Mekinak river, a tributary of the St. Maurice, Quebec. The timber limits purchased by Mr. Boyes for the managers of the Morgan Lumber Company, Glen Falls., N. Y.; the Ticonderoga Pulp and Paper Company, of Ticonderoga, N. Y., and himself, are quite extensive, having an area of 536 miles. Mr. Reed, an American Lumber surveyor, who explored the limits, reports that they are well timbered with pine and spruce. The purchasers will manufacture pine lumber for the American market and supply spruce wood to the manufacturing companies named for pulp manufacturing purposes.

A man named William Tobin, who wts employed in Shannon's shingle factory, 458 Dufferin Street, Toronto, lost his life Nov. 1st. He was feeding a large circular saw, when he slipped, falling forward, was caught by the teeth of the saw, which in an instant had cut through his stomach and side, almost severing the trunk from the limbs.

TRADE REVIEW.

Toronto, Ont.

TORONTO, Oct. 31, 1890.

CAR OR CARGO LOTS.

1¼ and thicker clear picks, American inspection	$20 00@30 00
1¼ and thicker, three uppers, American inspection	37 00
1¼ and thicker, pickings, American inspection	25 00
1x10 & 12 dressing and better	18 00 20 00
1x10 & 12 mill run	13 00 14 00
1x10 & 12 dressing	14 00 15 00
1x10 & 12 common	12 00 13 00
1x10 & 12 spruce culls	10 00 11 00
1x10 & 12 mill culls	9 00
1 inch clear and picks	24 00 25 00
inch dressing and better	18 00 20 00
1 inch siding mill run	13 00 14 00
1 inch siding common	11 00 12 00
1 inch siding ship culls	10 00 11 00
1inch siding mill culls	8 00 9 00
Cull scantling	8 00 9 00
1¼ and thicker cutting up plank	22 00 25 00
1 inch strips 4 in to 8 in mill run	14 00 15 00
1 inch strips, common	11 00 12 00
1¼ inch flooring	14 00 15 00
1½ inch flooring	14 00 15 00
XXX shingles, 16 in	2 20 2 30
XX shingles, 16 in	1 20 1 30
Lath, No. 1	1 70 1 90
" No. 2	1 70

YARD QUOTATIONS.

Mill cull boards & scantling	$10 00	Dressing stocks	16 00@20 00
Shipping cull boards, promiscuous widths	13 00	Picks Am. inspection	40 00
stocks	14 00	Three uppers, Am. inspect.	50 00
		F. M.	
Scantling & joist, up to 16 ft	14 00	1½in. flooring, dres'd	28 00 30 00
" " 18 ft	15 00	1½ " " rough	18 00 22 00
" " 20 ft	16 00	1¼ " " dres'd F.M.	25 00 28 00
" " 22 ft	17 00	" "undrs'd B.M.	18 00 19 00
" " 24 ft	19 00	" " dres'd	18 00 20 00
" " 26 ft	20 00	" " undres'd	12 00 15 00
" " 28 ft	22 00	Beaded sheeting, dressed	22 00 35 00
" " 30 ft	24 00	Clapboarding, dres'd	12 00
" " 32 ft	26 00	XXX sawn shingles per M	2 65 2 75
" " 34 ft	28 50	Sawn Lath	2 00 2 20
	22 50	Red oak	30 00 40 00
" " 36 ft	30 00	White "	35 00 45 00
" " 38 ft	32 20	Basswood, No. 1 & 2	18 00 20 00
" 40 to 44 ft	35 00	Cherry, No. 1 & 2	50 00 60 00
Cutting up planks 1¼ and thicker dry	25 00 26 00	White ash, 1 & 2	25 00 35 00
" board	18 00 22 00	Black ash, 1 & 2	20 00 30 00

Hamilton, Ont.

HAMILTON, Oct. 31, 1890.

Mill cull boards and scantlings	$ 9 00@10 00	Dressing stocks	$16 00 18 00
Shipping cull boards promiscuous widths	10 00 12 00	1¼ flooring, rough	16 00 18 00
Shipping cull stocks	14 00	1½ flooring, rough	16 00 18 00
Scantling and joist up to 16 feet	14 00	1¼ flooring, dressed	25 00
do up to 18 feet	15 50	1½ flooring, dressed	32 00
do up to 20 feet	16 00	1 flooring, dressed	21 50 23 00
do up to 22 feet	17 00	Beaded sheeting 1	25 00 30 00
do up to 24 feet	18 00	Picks, Am inspection	32 00 34 00
do up to 26 feet	19 00	Three uppers Am. In.	40 00
do up to 28 feet	20 00	XXX sawn shingles	2 60 2 70
do up to 30 feet	21 00	Sawn Lath	2 25
Cutting up plank 1¼ and thicker dry	20 00 25 00	Red Oak	20 00 25 00
Cutting up boards	20 00	White Oak	25 00 30 00
		Basswood No. 1. & 2.	16 00 20 00
		Cherry No. 1 & 2	60 00 70 00
		White Ash No. 1 & 2.	25 00 35 00
		Black Ash No. 1 & 2.	20 00 30 00

Ottawa, Ont.

OTTAWA, Oct. 31, 1890.

Pine, 1st qual., ₱ M.	$35 00@40 00	Oak	$40 00@100 00
" 2nd "	22 00 25 00	Walnut	60 00 100 00
" shipping culls	14 00 16 00	Cherry	60 00 80 00
" 4th qual. deals	10 00 12 00	Butternut	22 00 40 00
" mill culls	8 00 10 00	Birch	15 00 25 00
Spruce, ₱ M.	10 00 12 00	Maple, hard.	20 00 21 00
Hemlock	9 00 17 00	Laths	1 80 1 90
Ash	13 00 18 00	Shingles.	1 50 3 00
Bass	12 00 20 00	" cedar	1 50 3 00

Montreal, Que.

MONTREAL, Oct. 31, 1890.

Pine, 1st qua'y ₱ M	$25 00@35 00	Basswood	14 00 20 00
Pine, 2nd " "	20 00 25 00	Oak, per M	40 00 50 00
Pine shipping culls ₱ M	12 00 14 00	Walnut "	55 00 100 00
Pine, 4th quality deals ₱ M	9 00 11 00	Cherry "	65 00 80 00
Pine, mill culls, ₱ M	6 00 8 00	Butternut, per M	22 00 40 00
Spruce, per M	9 00 11 00	Birch, "	12 00 20 00
Hemlock, lumber	7 00 10 00	Spruce timber	12 00 15 00
Hemlock timber	12 00 14 00	Hard Maple "	20 00 22 00
Ash	13 00 20 00	1¼ Lath	1 25
		Shingles, 1st, per M	3 00 3 25
		Shingles, 2nd, "	1 25 1 50

St. John, N. B.

ST. JOHN, Oct. 31, 1890.

Deals, Boards, Scantling, etc.

Spruce deals	$12 00	Spruce boards	12 00
Pine "	15 00	Pine "	12 00@40 00
Deal ends	6 00	Oak "	40 00
Scantling	10 00	Ash "	15 00@25 00
		Hemlock "	7 50

Shingles.

Spruce, extra	$3 50	No. 1	1 25
" clear	3 00	Pine	1 25
" No. 1 extra	2 25		

Clapboards.

Pine, extra	35 00	Spruce, extra	24 00
" clears	45 00	" clears	23 00
" 2d clears	35 00	" No. 1	15 00
		" No. 2	10 00

Flooring, Dressed.

6 in. No. 1	12 00	4 in., No. 1	12 00
" No. 2	10 00	" No. 2	10 00

Miscellaneous.

Staves	3 00@ 4 50	Laths	1 80
Heading 17 in. per pr.	04	Pickets	6 50@15 00
" 18 in.	04½ 05½	Railway ties	
" 22 in.	04½ 06		

Vancouver and New Westminster, B.C.

NEW WESTMINSTER, Oct. 31, 1890.

Car load and ship rates according to assortment. Bridge and Wharf Plank and Timber.

10 to 40 ft. long, per M, net	$11 00
41 to 70 ft. " " "	$12 00@15 00
Rough lumber, building material	11 00
" " Sized	12 50
" " Fir, Clear	17 50
" " Cedar, Bench or Selects	25 00
" " " " D. D	30 00
1 in, 1¼ 1½x6 in.	
T. & G. Edge, Grain and Dry	27 50
" " " Green	25 00
No. 1, Dry	22 50
" 1, Green	20 00
" 2, Dry	20 00
" 2, Green	17 50
Cut to length, extra per M	2 50
D. Dressed	2 50
1 in, 1¼ 1½x4 1.	
Edge Grain, Dry	27 50
" " Green	25 00
T. & G. Edge Grain, Dry	25 00
No. 1, Dry	25 00
" 1, Green	22 50
" 2, Dry	20 00
" 2, Green	17 50
S. S. Planks for scows	17 50
D. D. cedar, verandah cover, any length	45 00
" " " " cut to length	50 00
Shingles	2 50
Lath	2 25
D. D. clear Cedar	40 00@60 00
Pickets, rough	11 00

Five per cent. off above prices for cash with the order.
Delivery on scow to mouth of river.

20 M ft. and over	75c. per M. ft
10 to 20 M ft.	$1.00 " "
Under 10 M ft.	1.25 " "

Albany, N. Y.

ALBANY, N.Y., Oct. 31, 1890.

Hemlock.

Boards, 1x10 in. each	13½c.	2½x4, each	13
Joist 4x6	33	Wall Strips	10

Pine.

2½ in. and up, good	$58 00@60 00	10 in boards dressing and better	$ 3 00@34 00
4ths	53 00 55 00	Common	16 00 22 00
Selects	48 00 50 00	12 in. boards dressing and better	32 00 36 00
Pickings	43 00 45 00	Common	16 00 22 00
1¼ to 2 in., good	50 00 55 00	1¼ inch siding, selected	43 00 45 00
4ths	45 00 52 00	Common	16 00 21 00
Selects	40 00 45 00	1 in. siding selected	43 00 46 00
Pickings	35 00 40 00	Common	14 00 19 00
1 in. good	50 00 55 00	Norway, selected	24 00 26 00
4ths	45 00 48 00	Common	12 00 15 00
Selects	40 00 43 00	10 in. plk. 13 ft. dressing and better, each	45@50
Pickings	35 00 38 00	Culls	23 25
Shelving boards, 12 in. and up	26 00 32 00	10 in. boards, 13 ft., dress, & better each	28 33
Dressing bds. narrow	20 00 22 00	Culls	17 22
Sapping boards	16 00 18 00		
Box boards	13 00 15 00		

Shingles and Lath.

Shingles, shaved pine	6 50	Shingles, cedar mixed	2 60 3 00
2d quality	5 00	Lath, pine	2 25 2 30
Sawed, extra	4 80 4 90	Spruce	2 00 2 20
Sawed, clear butts	3 75	Hemlock	1 75 2 00
Cedar, XXX	3 50 4 30		

Buffalo and Tonawanda, N. Y.

BUFFALO, Oct, 31, 1890.

Norway

Clear, 1 to 2 in. all width	24 00	Common, 1 to 2 in. all widths	12 50
Dressing, 1 to 2 in. all widths	17 00	4x4, 5x5, 6x6 turning	22 00
		4x4, 5x5, 6x6 common	16 00

White Pine.

Up'rs, 1 to 4 in. 10 in	$44 00@58 00	No. 2 cuts, 1 to 2 in and thicker	$15 00@22 00
Sl'cts & Picks, 1 to 4 in	39 00 50 00	Dressing, 1 to 2 in.	22 00 25 00
Fine common, 1 to 2 in. and thicker	32 00 45 00	Common, 1 to 2 in.	14 00 17 00
No. 1 cuts, 1 to 2 in and thicker	27 00 32 00	No. 1 barn, 7 to 12 in	18 50 21 00
Mold strips, 1 to 2 in	30 00 31 00	No. 2 barn, 7 to 12 in	16 00 17 00
		Mill culls, 1 to 2 in	9 00 10 00

Shingles

XXX, 18-in,	$3 65@3 75		Per M.
XX, 18-in, or C. D	2 60 2 65	18 in. No. 2. or culls.	$1 25@1 40

16 inch Shingles.

XXX, sawed	3 10	Thick cut per square	2 50
C.B. "	2 35	XXX cut	2 25
No. 2 "	1 00	X cut	1 00
Thick cut	3 40	No 2 cut	55
XXX cut	3 15	XX	2 10
X cut	1 50	Dim. shingles, sawed, cut, or planed	4 25
No. 2 cut	70		
Fancy ends or butts	4 50		

Saginaw, Mich.

EAST SAGINAW, Oct. 31, 1890.

CARGO LOTS.

Uppers	36 00@38 00	Norway	8 50@10 00
Common	16 00 21 00	Box	11 00 11 50
Shipping Culls	9 00 11 00	Straight measure	12 50 20 00
Mill Culls			

YARD QUOTATIONS CAR LOTS DRY.

Siding.

Clear, 1½ in	23 00	C, 1½ in	17 00
⅞ in	46 00	⅞ in	30 00
Select, 1½ in	20 00	No. 1, 1½ in	12 00
⅞ in	39 00	⅞ in	20 00

Finishing Lumber rough.

Three uppers, 1 in.	@45 00	Fine common, 1 in.	32 00
1¼ & 1½ in	45 00	1¼ & 2 in.	33 00@34 60
Selects, 2 in.	46 00	C, 7, 8 & 9 in.	26 00
1¼ & 2 in.	39 00	Coffin Boards 16 in. & over	18 00

Joist, Scantling and Timber.

12 to 16 feet	10 00	20 feet	12 00
18 feet	11 00	24 "	13 00

Plank and timber, 12 inches wide, $1 extra.

Shingles.

XXX 18 in. Climax	3 50	18 in X (cull)	50
XXX Saginaw	3 35	XXX shorts	2 00
XX Climax	2 00	XX	1 25
18 in 4 in c. b	1 00		

Lath, and Pickets.

Lath, No. 1 white pine	2 00	Pickets, 2 to 2½ in, 3 to 4 ft. rough	15 00
" No. 2 " " Norway	1 50	Dressed	20 00
		1½ in. square, rough	18 00
		Dressed	25 00

New York City

NEW YORK, Oct. 31, 1890.

Black Walnut.

⅝ in. clear	$80 00@82 00	Culls, 1 inch	$35 00@ 36 00
1 and 1¼ inches	95 00 97 00	Culls, inches	36 00 37 00
1½ and thicker	100 00 105 00	Counter tops, 18 in.	
Rejects	50 00 52 00	and over	110 00 150 00

Poplar, or White Wood.

⅝ in. 10 inches and over	25 00@ 26 00	1 inch, 8 in. and over	30 50 31 50
¾ in. coffin boards	28 00 29 00	2½ and thicker	33 00 34 00
1 inch, 10 inch and over	31 50 32 00	Common 1 to 2 in	22 50 23 50
		Saps, 1 inch & thicker	26 00 27 00
		Culls, all thickness	15 00 16 00

Ash.

1 in. white	36 00@ 37 00	Strips clear	27 00@ 28 00
1¼ to 2 inch	38 00 39 00	Black ash, good	26 00 30 00
2½ to 4 inch	40 00 41 00	Black ash, com	18 00 19 00

Oak.

1 inch plain sawed	37 00@ 39 00	2 inches and over	52 50@ 53 00
1¼ to 2 inch	39 00 40 00	Thicker	54 00 55 00
Thicker	40 00 41 00	Strips under 6 in.	42 00 44 00
Quarter-sawed, white, all clear,		Dimension cut size	25 00 27 00

Cherry

1 inch	83 00@ 85 00	2½ and thicker	95 00@100 00
1 inch strips	40 00 42 00	Counter tops, 18 in.	
1¼ to 2 inch	85 00 90 00	and over	110 00 115 00
Rejects	40 00 44 00	Culls, all thickness	16 00 18 00

Miscellaneous.

Chestnut, clear	33 00@ 35 00	Hickery, old growth	50 00 55 00
Chestnut common	20 00 22 00	Hickery, 2nd growth	70 00 75 00
Basswood white	30 00 32 00	Elm	20 00 22 00
Basswood common	21 00 23 00	Sycamore	24 00 26 00
Maple, clear	28 00 30 00	Sycamore quartered	38 00 40 00
Birch, clear	32 00 35 00	Gum	35 00 37 00
Birch, 1s and 2s	26 00 30 00	Butternut	45 00 50 00
Cottonwood	21 00 22 00	Sycamore dressed fig	24 00 25 00

Boston, Mass.

BOSTON, Oct. 31, 1890.

Western Pine—by car load.

Uppers, 1 in	$48 00@50 00	Fine com., 3 & 4 in	42 00@46 00
1¼, 1½ & 2 in	48 00 50 00	No 2, 1 in. Fine com.	28 00 30 00
3 & 4 in	55 00 60 00	1¼, 1½ & 2 in	29 00 31 00
Selects, 1 in	42 00 43 00	No. 1 strips, 4 to 6 in	40 00 43 00
1¼, 1½ & 2in	43 00 45 00	No. 2	35 00 37 00
3 & 4 in	45 00 50 00	No. 3	24 00 26 00
Moulding boards, 7 to 11 inch clear	36 00 38 00	Cut ups, 1 to 2 in	24 00 30 00
60 per cent clear	34 00 36 00	Coffin boards	19 00 22 00
Fine common 1 inch	36 00 38 00	Common all widths	22 00 26 00
1¼, 1½ & 2 inch	38 00 40 00	Shipping culls 1 in	15 00 15 50
		do 1¼ in	15 50 16 50

Eastern Pine—Cargo or Car Load.

Nos. 1, 2 & 3	40 00@43 00	Clapboards, 4 ft., sap	
4	28 00 30 00	clear	40 00 45 00
5	23 00 26 00	Sap, and clear	33 00 35 00
Ship'g bds & coarse	16 00 16 50	Heart extra	50 00 55 00
Refuse	12 00 13 50	Heart clear	45 00 50 00
West'rn pine clapbds 4 ft. sap extra	45 00 50 00	Bevel siding 6in, clear	23 00 24 00

Spruce—by Cargo.

Scantling and plank, random cargoes	14 00@15 00	Coarse, rough	12 00 14 00
Yard orders, ordinary sizes	15 00 16 00	Hemlock bds., rough	12 00 13 00
Yard orders, extra sizes	15 00 18 00	" dressed	12 00 14 00
Clear floor boards	19 00 20 00	Clapbds., extra, 4 ft.	34 00 36 00
No. 2	16 00 17 00	Clear, 4 ft.	30 00 32 00
		Second clear	25 00
		No. 1	10 00 14 00

Lath.

Spruce by cargo	2 10@2 20		

Shingles.

Spruce	1 25@1 50	Cedar, sawed, extra	3 25 3 50
Pine, 18 in. extra	4 00 4 25	Clear	3 00
Pine, No. 1	3 00 3 15	Extra, No. 1	2 50
		Cypress, No. 1, 18 in.	5 00

Oswego, N. Y.

OSWEGO, Oct. 31, 1890.

Three uppers, 1¼, 1½ & 2 inch	$43 00@45 00		
Pickings, 1¼, 1½ & 2 in	35 00 36 00		
No. 1 cutting up, 1¼, 1½ & 2in.	30 00 31 00		
No. 2 cutting up, 1¼, 1½ & 2in	19 00 21 00		
1 in strips, 4 to 8 wide, selected for moulding strips, 14 to 16 ft.	31 00 33 00		
1x6 selected for clapboards	32 00 34 00		

Siding.

1 in siding, cutting up piks & uppers	30 00@39 00	1¼ in selected	35 00@40 00
		1¼ in dressing	17 00 19 00
1 in dressing	19 00@21 00	1¼ in No. 1 culls	14 00 16 00
1 in No. 1 culls	14 00@16 00	1¼ in No. 2 culls	13 00 14 00
1 in No. 2 culls	13 00@14 00	1¼ in No. 3 culls	9 50 10 00

1x12 Inch.

12 & 16 ft, mill run	20 00 23 00
12 & 16 ft, No. 1 &2, barn boards	18 00 19 00
12 & 16 ft, dressing and better.	26 00 30 00
12 & 16 ft, No 2 culls	1500

1x10 Inch.

12 & 13 ft, mill run, mill culls out	19 00 20 00
12 & 13 ft, dressing and better	25 00 27 00
12 & 13 ft, No 1 culls	16 00 17 00
12 & 13 ft, No 2 culls	14 00 15 00
14 to 16 ft, mill run mill culls out	20 00 22 00
14 to 16 ft, dressing and better	25 00 27 00
14 to 16 ft, No. 1 culls	16 00 17 00
14 to 16 ft, No. 2 culls	14 00 15 00
10 to 13 ft, No. 3 culls	9 50 10 00

1 1-4x10 Inches.

Mill run, mill culls out	20 00@23 00	No. 1 culls	16 00@17 00
Dressing and better	25 00 30 00	No. 2 culls	14 00 15 00

1x4 Inches.

Mill run, mill culls out	17 00@19 00	No. 1 culls	13 00@14 00
Dressing and better	23 00 27 00	No. 2 culls	11 00 12 00

1x5 Inches.

6 7 or 8, mill run, mill culls out	19 00@21 00	6, 7 or 8, No. 1 culls	15 00@16 00
		6, 7 or 8, No. 2 culls	13 00 14 00
6, 7 or 8, drsg & better	24 00 28 00		

Shingles.

XXX, 18 in pine	3 60@3 80	XXX, 18 in cedar	3 40@3 70
Clear butts, pine, 18 in.	2 60 2 80	Clear butt, 18 in cedar.,	2 40 2 70
XXX, 16 in pine	3 10 3 20	XX, 18 in cedar	2 00 2 10
Stocks cedars, 5 or 6 in.	5 00		

Pickets.

No. 1, 1¼x1¼	15 00	No. 2, 1x3	9 00 10 00
No. 1, 1x3	20 00		

Lath.

No. 1. ¼	2 00	No. 2, 1 1-4	1 80
No. 1 1-4	1 60		

OUR TIMBER EXPORTS TO BRITAIN.

The following cargoes of Canadian wood have been reported at various United Kingdom ports since our last issue.

AYR—Frecerikstad, Dalhousia, 16,388 fir deals,

AVONMOUTH—Indrani, Montreal, 826 boards.

BEAUMARIS—Drapner, Miramichi, 16,576 deals and ends.

BARROW—Pymdale, Quebec, 435 pcs hewn fir, 80,865 deals and boards. Carmel, Bay Verte, 31,101 deals, scantlings, and ends. George Linck, Quebec, 134 pcs hewn elm, 473 pcs hewn fir, 2,285 deals and ends, 39 pcs hewn oak, 121 pcs hewn pine.

BELFAST—Norman, Miramichi, 28,000 deals and ends, 12 000 palings. City of Adelaide, Miramichi, 25,-927 fir deals, 7,550 pcs sawn fir. Valona, Miramichi, 23,-427 deals and ends. Kong Oscar, Dalhousie, 13,175 deals, scantlings, and ends. Nicosia, St. John, 33,282 deals.

BRISTOL—Kinght Companion, Montreal,10,709 deals, 9,339 boards. Constantia, Montreal & Quebec, 71 pcs birch timber, 120 pcs white pine timber. 15,845 deals, boards, and ends, 1,749 deals. North Erin, St. Johns, 43,516 deals and battens, 2,418 scantlings, 8,288 deal ends. Ontario, Montreal, 1,375 boards 6,297 deals. 1,640 deals. Maud, Quebec, 176 pcs oak, 1,106 pcs pine timber, 1,909 deals. Indrani, Montreal, 4,852 deals, 3,829 boards.

CARDIFF — Antoinette, St. John, 39,554 deals. Chinampas, Halifax, 20,475 deals. Paola, Miramichi, 36,618 pcs sawn fir. Alert, Miramichi, 25,437 pcs sawn fir. Fidicera, Miramichi, 23,256 fir deals. Oluse. Miramichi, 15,364 deals, &c. Dronning Louise, Miramihi, 14,218 pcs sawn fir. Accrington, St. John, 2,650 deals and boards. Nepotine, Miramichi, 23,883 pcs sawn fir. Arcturus, St. John. 21,446 deals, 1,645 scantlings, 2,181 boards.

CARNARVON—Dusty Miller, St. John, 13,760 fir deals, 6,745 birch planks.

CORK—Marke To, Miramichi, 13,894 deals, battens, and ends. Oscar, Halifax, 12,959 deals scantlings, and ends. Petitcodiac, Hillsboro', 24,861 pcs sawn fir. Ellen Lines, Saguenay, 23,695 deals and ends.

DUBLIN—Artizan, Miramichi, 33,626 deals. Marie, Quebec, 23,209 deals. Agathe, Quebec, 807 pcs timber, 10 244 deals, 1,214 boards, 12,000 staves. Ashlow, St, John, 18,176 deals. Progress, Quebec, 33,054 deals. Clara, Quebec, 32,101 deals. Orontes, Miramichi, 23,016 deals.

DOUGLAS—Viking, Dalhousie, 8,985 deals boards, and scantlings.

DUNDEE—Fortuna, Quebec, 50 pcs hewn elm, 20 pcs hewn ash, 225 pcs hewn birch, 281 pcs hewn pine. 4,715 pine deals. Fremond, Montreal, 170 pcs sawn fir, 189 pcs birch, 52 pcs ash, 7,453 deals.

FLEETWOOD—Bianam Wood, St. John, 4,001 deals, scantlings and ends. Otto, St. John, 50,174 deals and boards. Penfront, Montreal,, 10,174 fir deals. Forjenlunn, Bay Verte, 26,123 fir deals. Memoris, Shediac, 13,217 deals, 1,467 boards. Beltress, Montreal, 13,240 deals. Freia, Bay Verte, 20,886 deals and ends, Duchess, Montreal, 33,856 fir deals.

GALWAY—Luxor, St. John, 24,019 deals and ends.

GLASGOW—Circle, Montreal, 491 pcs. oak lumber, 1 car lumber, 7,207 deals. Orion, Grande Paie, 752,617 pcs spoolwood, 1,928 deals. Pomeranian, Quebec & Montreal, 16,000 staves, 6,349 deals Norwegian, Quebec and Montreal, 8,000 staves. 2,772, boards, 12,167 deals. Warwick, Montreal, 9,829 deals. Amarynthia, Montreal, 74 pcs oak lumber, 243 bdls. broom handles, Sarmatian, Montreal, 12,232 deals. Siddartha, Bashurst, N. B., 8,-728 pine deals, 173 pine ends, 8,170 birch deals, 1,922 birch ends. Brodrene, Bathurst, 40,963 deals and ends. Siberian Montreal, 129 pcs pine timber, 9,891 deals. Alcides, Montreal, 8,524 deals. Skongsfjord, Quebec, 24,-888 spruce deals, 2,518 spruce deal ends. Der Wanderer, Tatamagonche, 853 pcs birch, 6,440 spruce deals, 6,595 birch deals, 217 birch deal ends. Manitoban, Philadelphia, and Halifax, 1,963 seaves, 8 poplar logs. Fabor, Quebec, 29,518 bdls. spoolwood, 1,907 deals. Buenos Avrean, Quebec and Montreal, 170 pcs timber. Colina, Montreal, 131 pcs oak lumber, 2,710 deals. Carthagena, Montreal, 19,484 spruce deals, 988 spruce deal ends. Concordia, Halifax and Baltimore, 2,204 staves, 1,382 pcs oak lumber, 1,093 oak planks, 128 logs walnut. Circe, Montreal, 634 pcs oak lumber, 4 cars lumber, 3,335 deals.

GLOUCESTER — Asta, Bay Verte, 18,437 deals. Foldin, Quebec, 683 pcs hewn fir, 176 pcs oak, 114 pcs birch, 2,860 deals, 2,400 staves. Kalstad, Miramichi, 18,-187 deals.

GRIMSBY—Straits of Gibralter, Montreal, 25,525 pcs sawn fir.

GRANTON—Madura. Quebec, 64 pcs oak, 30 pcs ash, 23 pcs elm, 47 pcs birch, 702 pcs hewn fir, 3,496 deals.

GREENOCK—Annot Lyle, Quebec, 211 pcs oak, 96 pcs elm, 71 pcs square white pine, 674 pcs w. white pine, 11,-518 staves, 693 pine deals, 546pine deal ends, 3,078 spruce deals. 988 spruce deal ends. Natant, Quebec, 166 pcs square oak timber, 14 pcs waney oak timber,, 98 pcs elm, 533 pcs waney pine timber, 3,954 spruce deals, 2,302 spruce deal ends. Bothmia, Greenock, 224 pcs elm, 601 pcs waney w pine, 2,729 spruce deals, 139 pine deals, 1,170 spruce deal ends, 988pipe staves, 3,600 pcs w. o, w. i. staves, 273 pcs birch. Sphynx, Quebec, 511 pcs waney white Pine, 30 pcs whitewood, 19 pcs oak, 1,803 w. o. staves, 477 pcs white pine, 11,892 spruce deals, 1,349 spruce deal ends, 158 pine deal ends. Sir John Lawrence, Quebec, 222 pcs maple, 159 pcs birch, 483 pcs square pine, 707 pcs waney white pine, 4,234 pine and spruce deals, 1,647 pine and spruce deal ends.

HULL—Michigan, Montreal, 17,465 deals, 3,106 boards, 6,888 pcs wood. Serica, Montreal, 36,834 pcs wood.

KIRKWAL —Glen Grant, Quebec, 117 lds hewn fir.

LANCASTER—Hamlet, Richibucto, 5,851 deals and battens. Askoy, Montreal, 35 lds hewn fir, 640 lds sawn fir.

LLANELLY—Lena, Buctouche, 5,851 deals and battens, 3,817 pcs hardwood. Wilhelm Ludwig, New Richmond, 4,653 birch deals, 8,891 deals.

LEITH—G. M. Carins, Quebec, 120 pcs hewn oak, 50 pcs hewn elm, 58 pcs hewn ash, 61 pcs hewn birch, 558 pcs waney pine, 3,469 deals and ends.

LIVERPOOL—Kate Cann, St. John, 32,212 spruce deals and battens, 66 scantlings, 1,933 deal ends. Catalan, Montreal, 14,979 deals, 8,396 boards, 3,465 ends, from Batiscan, 16,237 deals, 3,234 ends. Lake Superior, Montreal, 7,879 deals, 84 pcs pine, 108 pcs oak, 9,383 boards. Osmanli, Quebec, 658 pcs of pine. 149 pcs oak, 131 pcs elm, 1 pc ash, 20 pcs maple, 39 pcs birch, 33 pcs cherry, 22 pcs hickory, 7,994 deals, 2,549 deal ends. Parisian, Montreal, 11,043 deals, 3,277 boards. Thomas Hilyard, Quebec, 49 pcs ash, 157 pcs birch, 1,253 pcs w. pine, 4 114 spruce deals, 2,555 deal ends, 123 pcs oak, 50 pcs elm. Dominion, Montreal, 24½ ft spikes. Demure, St. John's, 2,713 bdls. spoolwood. Oxenholme, Montreal, 32,187 boards, deals, and ends. Ada Browne, Parrsboro', 22,572 deals and battens, 2,554 scantlings, 2,545 deal ends. City Camp, Parrsboro', 25,316 deals and battens, 531 scantlings, 400 deals, 1 734 deal ends. Ragnor, Miramichi, 25,045 boards and scantlings, 16,273 deals and deal ends. Claribel, Bay Verte, 14,642 deals, 1,237 ends. Lake Huron, Montreal, 67 pcs pine, 606 planks, 5,566 deals, 9,514 boards. Vancouver, Montreal, 4,303 spikes. Ethandune, Hillsboro', 15,881 deals, 448 ends Miriam, Quebec, 209 pcs oak, 173 pcs birch, 97 pcs red pine, 68 pcs chestunt, 641 pcs waney pine, 2,467 pine deals, 2,400 pitch pine staves. Corean, Montreal, 9,355 deals. Carsten Boe, Pugwash, 27.150 deals, battens, and scantlings, 2,218 deal ends. Capenhurst, Miramichi, 21,710 fir deal ends, 7 fir palings. Catharine, St. John, 9,815 birch planks, 576 birch scantlings, 2,202 birch ends, 22,458 spruce deals, 1,691 ends, 51 pcs scantling, Eremia, Charlottetown, 10,987 deals and battens. Strathmuir, Parrsboro', 5,237 scantlings, 32,203 deals, 2.898 deal ends. Dora, Quebec, 718 pcs pine, 153 pcs oak, 2,345 deals, 3,296 deal ends, 68 pcs birch. Queen of the Fleet, St. John, 26,881 deals and battens, 193 scantlings, 3,577 deal ends. Minnehaha, Quebec, 66 pcs oak, 59 pcs ash, 50 pcs elm, 129 pcs birch, 548 pcs w. pine, 3,304 spruce deals, 856 spruce and 488 pine deal ends. Straits of Magellan, Montreal, 40,030 deals, boards, and ends. Edmonton, Quebec, 108 pcs oak, 37 pcs hickory, 50 pcs elm. 941 pcs w. pine, 4,543 deals, 628 deal ends, 10,71 pine deal ends. Dominion, Montreal, qty deals and ends, qty boards. Circassian, Montreal, 1,770 boards, 2,620 deals, 557 pcs splints. Svalen, Bay Verte, 15,139 deals and battens, 2,555 scantlings, 1,864 deal ends. Marabout, Montreal, 10,681 w. pine deals, 1,159 red pine deals, 499 spruce deal ends, 18,-460 w. p. boards, 7,962 spruce boards, 4,538 pine deals, 1,-326 pine deal ends, 13,025 spruce deals. Toronto, Montreal, 10,318 deals and ends, 1,826 boards. Lake Nepigeon, Montreal, 4,424 deals, 731 scantlings, 167 bdls. palings, qty boards and deals. Leif Eriksen, Bay Verte, 21,800 deals and battens, 980 scantlings, 1,498 deal ends. John Wesley, Halifax, 7,270 spruce and 2,848 birch deals, 1,199 spruce and 174 birch deals ends. Macleod, Richibucto, 5,106 birch deals, 11,823 spruce deals, 2,193 spruce deal ends, 696 birch deal ends, 2,140 scantlings, 3,656 boards. D. H. Morris, Quebec, 120 pcs elm and 234 pcs oak timber, 239 pcs w. pine, 2,361 spruce and 1,219 pine deals, 1,002 pine deal ends, 91 pcs square and 827 pcs waney w. pine, 119 pcs hickory. Olga, Chatham, 28,723 deals, boards, and ends, 153,200 palings. Einar Tambarskjelver, Quebec, 66 pcs oak timber, 50 pcs elm timber, 805 pcs w. pine timber, 3,397 pine deals, 2,133 pine deal ends. Columbia, Bathurst. 24,519 deals, scantlings, and ends, Europa, Miramichi, 7,946 deals and battens, 6,887 scantlings, 1,697 deal ends, 24,899 boards. Ossuna, Richibucto, 26,493 fir deals and ends, 1,823 birch deals and ends. Joveid, West Bay, 13,084 deals, 1,453 ends. P. C. Petersen, Halifax, 19,958 deals and ends. Nether Holme, Quebec, 1,008 pcs w. pine, 57 pcs hickory, 89 pcs butternut, 45 pcs cherry, 343 pcs ash, 1,342 pine and 1,957 spruce deals, 1,526 pine and 1,200 spruce deal ends, 1,118 pine boards, 2,400 ppe staves. Helene, Bay Verte, 19,340 deals and battens, 4,091 scantlings, 3,010 deal ends. Konoma, Richibucto, 28,229 fir and 1,325 birch deals and ends. Lake Ontario, Montreal, 4,524 deals, 1,753 deal ends, 181 bdls. palings, Clara, Shediac, 10,158 deals and battens, 1,864 ends, 2,044 scantlings. Glynwood, New Mills, 8,766 deals, 2,36 boards, 1,240 ends. Sardinian, Montreal. 694 deals. Lloyd, Parrsboro', 12,225 deals and battens, scantlings and ends. Eurydice, St. John, 31.322 deals and battens, 3,753 scantlings, 4,935 deal ends, 5,471 boards. Brilliant, River Onelle, 33,655 deals and ends. Equator, Quebec, 124 pcs oak, 56 pcs elm. 899 pcs w. pine, 16.032 spruce deals, 2,258 ends, 2,047 staves. Polynesian, Montreal, 3,410 pine boards. Lake Winnipeg, Montreal, 10,686 deals, 393 scantling, 11,345 boards. Oregon, Montreal, 40 lds deals and ends, 127 lds boards, 274 deals. Bella, Halifax, 14,325 deals and battens, 1,-006 deal ends. Gleniffer, Montreal, 72,478 deals, &c.

LONDON—Johanna, Matana, 3,323 ends, 41,303 deals. Naupactus, Montreal, 44,553 deals. Assyrian, Quebec, 1,346 cs splints, 1,693 deals, 42,120 bdls shooks. Forest Holme, Quebec, 6,943 longitudinal sleepers, 7,727 deals, 4,163 deal ends. City of Lincoln, Montreal, 11,933 blks, 28,280 deals. Carl Gustaf, 6,755 deals, 13,921 deal ends. Florida, Montreal, 5,227 spruce deals, 17,616 planks, 27,-374 deals, 2,398 ends. Magnhild, Quebec, 1,500 lds timber, 550 lds deals. Medepad, Miramichi, 12.402 deals. Damara, Halifax, 1,871 pcs lumber, 1,139 doors, 168 bdls mounds, 1,346 cs. splints, 293 pcs timber, 6,143 deals. Norse King, Montreal, 20,244 battens. Hovding, Quebec, 3,564 deal ends, 36,679 deals. Emma Marr, St. John, 753 ends, 69 scantlings, 5,432 deals and battens, 1,545 planks. Jarlsberg, Quebec, 1,648 pcs timber, 3,556 deals, 1,716 deal ends, 4,745 staves. Carin, Quebec, 31,195 deals, 873 deals 882 pine ends. Alice, Quebec, 206 pcs oak, 24 pcs, whitewood, 158 pcs elm, 14 pcs walnut, 60 pcs ash, 86 pcs birch, 236 pcs pine, 13,288 deals, 1,899 ends. Mandalay, Halifax, 1,586 deals. Gerona, Montreal, 8 cs lumber, 8.887 deals, 888 boards, 6 logs walnut. Brazilian, Montreal, 9,622 deals.

LONDONDERRY—Juno, St. John, 26,771 pcs sawn fir. Gulmare, Quebec, 850 lds sawn fir. Countess of Dufferin, Miramichi, 17,630 fir deals.

LIMERICK—Satellite, St. John, 9,159 deals and deal ends. Bertha, Quebec, 27 pcs hewn oak, 71 pcs hewn red pine, 52 pcs hewn yellow pine, 13.175 fir deals and ends, 1,787 oak staves.

MIDDLESBOROUGH—Gaspee, Quebec, 116 pcs hewn oak, 211 pcs elm, 60 pcs birch, 2 pcs hickory, 393 pcs fir, 9,939 deals.

EXCHANGE ECHOE.

London Timber.

Quebec ship laborers are paid from $3 to $4 a day of eight hours, whereas in Montreal the same class of workmen are said to receive $2 a day of ten hours. Complaints are made that this difference makes really against the chances of shipping at the port of Quebec. But, after all, Mr. Dobell, Quebec's great shipper, is of opinion that sailing vessels can be loaded cheaper in that city than in Montreal, but not steamships. The great bulk of the Ottawa deals are shipped at Montreal, and this must continue, for heavy freight will seek the water at the nearest point. It remains to be seen whether this does not also apply to the cattle trade, of which Quebec is anxious to get a good share.

Northwestern Lumberman.

The lumber business between the United States and Canada has for months been prominently discussed throughout both countries, on account of proposed legislation having a bearing upon the removal of the Dominion log export duty. The consulate at Ottawa, Ont., has more to do with the lumber industry than all other business transacted at that office, and consequently it could naturally be looked to for information, suggestions and assistance in determining all questions bearing on the log and lumber business between Canada and this country. Ex-Consul Hotchkiss did considerable to advance the interests of American lumbermen while in office, but the gentleman who was selected to supplant him has remained as silent as the grave ever since he has assumed the duties of office. He knew nothing about the lumber business when he was appointed, and he has since given no indication of having acquired such learning. The trouble with Mr. Hotchkiss was that he was fitted for the position he occupied, and was on the wrong side of the political fence.

PERSONAL.

Mr Robert Cain, of the firm of Peters & Cain, lumbermen, of Midland, Ont., was a caller at THE LUMBERMAN office during the month.

Mr. M. M. Boyd, the well known lumberman of Bobcaygeon, Ont., received the nomination for parliament at the Conservative convention held at Lindsay, Oct. 18th, but has refused the honor owing to ill-health.

CASUALTIES.

G. Leader, of Barriefield, Ont., was injured prettly severely in a planing mill.

Jos. Dore had his arm badly cut on the slab saw in Sicklesteel's mill, McGregor, Ont., a few days ago.

Peter Lewie working in the Big Mill, at Deseronto, Ont., had his hand so badly hurt that he will be laid up for some time.

A shantyman named George Laplante, of Ottawa, Ont., had his left arm badly fractured while working in the woods on the Keippewa.

Elphouse Beauchemin, in the employ of McLachlin Bros., of Arnprior, Ont., had his shoulder dislocated while working in the woods on the upper Ottawa.

IT is reported that the Rathbun Company, of Deseronto, Ont., have received an order from English capitalists for the purchase of their extensive business, including all their timber limits. Mr. E. W. Rathbun and Mr. John Bell, Q. C., his legal adviser, have left for England, it is said, to consummate the deal. The figures mentioned are an offer of $4,000,000, but the company ask a much higher figure.

SPLINTERS.

MR. G. S. MURPHY, of Quebec, has brought an action for libel against Mr. Powis, of Bryant, Powis & Bryant, London. He claims $25,000 damages.

* * *

THE exports of the Dominion for the month of September were $12,649,538, as against $10,005,684 in 1889, giving an increase of $2,643,854. The products of the forest amounted to $3,520,439.

* * *

THE arbitration between the lumber firms of Gilmour & Co., of Trenton, Ont., and the Rathbun Co., of Deseronto, has been brought to a close. Both parties arrived at an understanding and each agreed to pay the costs, which amounted to a large sum.

* * *

MR. IRA FLATT, the well-known lumberman of Hamilton, Ont., is delighted with the McKinley bill, as he has about twelve million feet of lumber for the American market. Now that the export duty has been taken off, Mr. Flatt says he will clear $12,000.

* * *

THE United States treasury department has notified the collectors of customs of the action of the Canadian government in removing the export duty on lumber, and instructed them that hereafter lumber from Canada will be subject to the duty fixed in the new Tariff bill.

* * *

ASSISTANT Secretary Spaudling has made a ruling that lumber imported from Canada prior to the 13th of October, but the entry of which was not completed until after that date, is entitled to the lower rate of duty prescribed for lumber in the existing tariff law. October the 13th was the date fixed by the Dominion for the removal of the export duty on lumber.

* * *

THE case of Thompson vs. Hurdman is now before the courts in Toronto. It was heard by Chaceller Boyd at the fall sitting of the Chancery court at Ottawa last fall and adjourned. The action is for $134,000 and is bought by Lemon Thompson, of New York, against Hurdman & Co., Ottawa.

* * *

MR. J. B. CHARLESON, forest ranger for the Quebec Government, has returned from his exploratory trip to the head waters of the Ottawa river. The object of the inspection was to form a rough idea of the value of the timber lands belonging to the province in that region which are still unsold. He believes that a million dollars' worth of logs could be procured from the limits which are traversed by the Ottawa or its tributaries.

* * *

THE lumber dealers have organized an association called "The Winnipeg Lumber Association," and through their secretary are notifying manufacturers in Ontario and Manitoba as well as in Minnesota, that the association has been formed to prevent sales except to dealers. The newly formed organization has shown a disposition to co-operate with the Northwestern association, and it is most likely the two organizations will come to some agreement in regard to the policy of protection against sales to consumers.

* * *

THE shareholders of the Essex Land & Timber Co., at Windsor, Ont., have decided to put it into lequidation. This concern was simply the timber department of the Anchor Manufacturing Co., of Detroit. The Anchor supplied the capital to start with and is now the principal creditor. A couple of American banks and one Canadian bank are the next largest creditors, the latter being well secured. There are a few other creditors who, after the preferred claims are paid, need not expect a large dividend.

* * *

THE City Engineer, of Toronto, is having estimates prepared of the quantity of lumber which will be required for next season's operations. As soon as this is done, he will recommend that contracts be entered into at once, so that logs can be cut this winter which will furnish such lumber as is required by the city. An effort will also be made to get a portion of the lumber in during the winter in order to take advantage of the cheaper freight rates offered by the Grand Trunk.

MESSRS. Rochester & Dougherty's timber limit on the Mattawa was offered for sale at the Russel House, Ottawo, on Oct. 28th, but withdrawn after $400 a square mile was bid. The limit consists of 127½ squres miles and has a large frontage on the Mattawa. It was being sold to wind up the firm's business consequent on the death of Mr. Dougherty. A large number of well-known lumbermen were present. The five licenses were put in one parcel and sold at so much a square mile. The bidding was started at $350 and finally went up to $400, and was then withdrawn.

* * *

ADVICES from Quebec are to the effect that the provincial government will grant to Messrs. Gilmour & Co., the well-known lumbering firm, partial compensation for losses sustained through the litigation resulting from the mistakes of the previous government. It will be remembered that after selling to settlers certain lands in the township of Eagan, the Ross-Taillon government gave Messrs. Gilmour & Co. a license to cut the pine, but the settlers protested and brought suits for trespass aud damages. Mr. Mercier the present premier felt it his duty to defend the titles granted by his predecessors in office to settlers. A test case was carried to the Privy Council and the decision of that highest court in the realm was against the Gilmours. It is now intimated that as the firm were in no way to blame for the litigation and as they acted upon the instructions of the commissioner of crown lands in the Ross-Taillon government, in taking the pine, Mr. Mercier considers that the province should indemnify them, to some extent at least.

* * *

IN contradistinction to the lying despatches which have from time to time emanated from the American northwest in regard to the wholesale stealing of timber by Canadians in Minnesota, a despatch from Washington says, that the Government has received the following information from a gentleman who went to make the inspection :—"I have never known of any timber stolen in our section, and I have been logging for years. Our firm and that of Loper & Rumery are the only lumbermen up there, and we should be pretty apt to have heard of it if such wholesale work had been going on. I do not believe that the total amount ever stolen since lumbering began on the Little and Big Fork and tributaries would amount to three million feet, a pretty small amount when it is reported that the stealing is eighteen million feet a year. On the Sturgeon river, for instance, where a St. Paul sheet says the cut would aggregate five million feet, there are thirteen flood jams, and it would take a good many thousands of dollars to blast them out. In fact, the only marketable timber there grows up on the head waters, and the way would have to be opened before a single foot could reach Rainy Lake river and the Canadian mill at Rat Portage and Keewatin. On the Bear river I have only seen an occasional stump cut close to the bank, making it look as if some timber snatching has been done. On Ryan creek and Bear river, where a St. Paul paper estimates seven million feet have been taken, I do not believe enough is gone to be worth mentioning. The interest awakened by the Government expedition into Northern Itasca county to investigate and guard Uncle Sam's timber will, it is thought, attract the attention of capitalists to that section. At present lumbering is the only industry. The timber cut for the season on Bear, Little Fork, and Big Fork rivers will aggregate 21,500,000 feet."

Trade Notes.

The firm of Geo. Hastings & Co., Trust Building Chambers, adds one more to the list of Toronto wholesale lumber firms. The new company is composed of gentlemen already well and favorably known, not only to the Toronto public, but to the trade throughout Canada. Mr. Geo. Hastings, the senior member of the new company, has for the past 22 years been the principal of the firm of Hastings & Peterkin. Mr. John Gray has for many years been associated with Messrs. Bryce Bros. and understands the lumber trade of Canada perhaps as well as any man in the country. Mr. H. Hancock is also well-known to the purchasing and manufacturing community and has spent the last few years in connection with the firm of Gall, Anderson & Co., of this city. The new company is therefore composed of men of business ability and integrity and open out business in Toronto under the most favorable auspices. They will handle all kinds of pine and hardwood lumber and hope to do a fair share of the general trade.

Messrs. Robin and Sadler, of Montreal, have just completed for the Manitoba Electric Light Company, Winnipeg. a belt 85 feet long, 40 inches wide, 3 ply. This belt is of 3 ply heavy leather. Each outer ply is a single width of 40 inches, and the centre ply is two 20 inch strips. This is the largest and heaviest belt in Canada.

The Inman Line, running between New York and Liverpool, have been using the Magnolia Anti-Friction Metal advertised on another page of this journal in use in the journal bearings of the steamships for about three years. Mr. Jas. S. Doran, the superintending engineer says that this metal has stood the strongest tests and given entire satisfaction.

J. J. Turner, the well known tent and awning maker, of Peterboro', Ont., has forwarded to this office a copy of his catalogue containing descriptions and illustrations. Mr. Turner pays particular attention to the wants of the lumber trade, and his goods have invariably stood the strongest tests in point of quality of material used and mechanical execution.

The Dodge Wood Split Pulley Co. whose extensive works are located at West Toronto Junction, have recently opened out a general office and sales room at 83 King St. West, this city, where the city and country trade can be served with anything in the pulley line. Samples of all the different styles of pulleys and models, showing the different styles in which their rope system can be applied, will be on exhibition, and where full information on the subject of power transmission can always be obtained.

CORRESPONDENCE.

POWER'S CREEK, MADAWASKA, N. B., Oct. 18th, 1890.

Editor Canada Lumberman.

I find you are not prejudiced against any man holding an opinion of his own, and allow him to express it in your colums even if it does not agree with yours.

In giving expression to my views in regard to the blunder in abolishing the export duty on logs, I consider it seals the destiny of our future and will drive the Dominion into bankruptcy before ten years, unless the provinces follow the example of Ontario, in selling their timber limits imposing strict obligations on the purchasers to manufacture all timber cut in the province.

Our forest wealth is one of the greatest natural boons in the Dominion, and I doubt if our fisheries would equal it, were it properly protected from the reckless way our forests have been handled and destroyed. To give a small idea of the value of our forests to the Dominion, we must take into consideration the labor and consumption required to place our manufactured lumber into the market. By your valuable quotations of prices of our lumber per 1,000 feet, we may safely place spruce, pine and cedar at $20, per thousand feet. For instance one thousand feet of cedar will cut out ten thousand feet of shingles, at $2 per M., making the cedar to foot up to $20. From the best informed men in the lumber trade we have it that about 200,000,000 feet of pine and spruce are exported in the round logs besides the cedar for shingles. Two hundred million feet at $20 per M. makes the round sum of $40,000,000 per year which is thrown away to build up the American lumber trade, and further we are asked to allow them 35 cents on cedar shingles and $2 per M. on clapboards, for the privilege of continuing the slaughter of our forests. The half is not told and I trust that the press of the Dominion will take the matter in hand and call upon public opinion to inquire into the facts regarding the wholesale slaughter of our lumber resources by Americans.

P. O. BYRAM.

Dickie's steam saw mill on the Stewiache river, N. S., was destroyed by fire, Oct. 4th, with an immense quantity of sawn lumber.

The C. Beck Manufacturing Company's shingle and planing mill, Penetanguishene, was destroyed by fire on Oct. 16th. Loss $3,500, insurance $2,000.

LIMIT OWNERS ON THE OTTAWA RIVER AND ITS TRIBUTARIES.

The following statement of the area and location of the various timber limits in the Ottawa district under license from the provincial governments of Quebec and Ontario has been compiled by the Ottawa *Free Press:*

ON THE QUEBEC SIDE.

John Charlton & Co.,—222½ svuare miles, on the Ottawa river.

George Bryson, Aelx. Fraser, L. R. Church and J. & G. Bryson—581 square miles on the Coulonge, Ottawa and Black rivers, Lake Temiscamingue and in Block A. north of the Quinze.

George Bryson, jr., and John Charlton, 398 square miles on the Ottawa river.

Gillies Bros.—696¾ miles on Lake Temiscamingue and the Kippewa and Coulonge rivers.

Alex. Frazer, George Bryson, John Fraser and Poupere and Fraser—809 miles on the Coulonge, Black, Du Moine, Ottawa, Sweyo and Deep rivers, on Lake Temiscamingue and McGillivray creek.

The Quebec Bank—323½ miles on the Black, Du Moine, and Coulonge rivers.

The Hawkesbury Lumber Company—75½ miles on the Du Moine, St. Lire and Sweyo rivers.

Perley & Pattee and J. R. Booth—200 miles on the Kippewa.

Perley & Pattee—650½ miles on the Du Moine, Coulonge, Black and Kippewa.

Ths estates of the late P. Thomson, W. E. Thompson and P. N. Thompson—165 miles on the Gatineau.

Thompson & Co.—235 miles on the Gatineau and Ottawa.

E. B. Eddy & Co.—592¼ miles on the Colounge, Du Moine, Ottawa, Kippewa and Lake Temiscamingue.

Carswell & Francis—261 miles on the Ottawa and Kippewa.

D. Moore and the estate of the late E. D. Moore—441 miles on the Kippewa.

J. R. Booth—1,424 miles on the Kippewa, Du Moine, Ottawa, Coulonge and Black.

Jas. McLaren and Alex. Fraser—658 miles on the Kippewa and Maganissippi.

McLachlan Bros.—220 miles on the Gatineau and Coulonge.

Bronson & Weston—1,321¼ on the Du Moine, Ottawa, Deep, Black, Sweyo and Coulounge and in Block A.

The Bank of Montreal—174¼ miles on the Ottawa and Coulonge and on Lake Temiscamingue.

The estate of the late Jas. G. Ross—704 miles on the Gntineau, Kippewa. Coulonge and Ottaawa.

Estate of the late Hon. John Hamilton—934½ miles on the Catineau, Piskatoshin, Jean de Terre, Tomassine and Coulonge.

J. Bell Torsyth—300 miles on the Ottawa..

Estate late G. Ross—390 miles on Kippewa.

Wm. McKay—124 miles on the Du Moine.

Charlebois & Co.—179½ miles in Block A.

Jas. McLaren—795¾ miles on the Bear, Pickanock, Comtagama, Eagle, Dessert, Hibone, Tomassine and Blue Sea Rivers and Old Woman's and Turtle creeks.

Jas. McLaren and W. C. Edwards & Co.—79¾ miles on the Du Moine.

La Banque Nationale—369 miles on the Jean de Terre, Antistagen, Kippewa and Black rivers and Lake Temiscamingue,

W. C. Edwards & Co.—415 miles in Wakefield township and on the Kippewa, Gatineau and Coulonge.

Gilmour & Co.—3,486 miles on the Gatineau, Jean de Terre, Kaza Bazua, Desert, Ignace, Tomassine, Baskateng, Biskateshin, Du Sable, St. Joseph, Pichogan, Quie, Comtagama and Ottawa and on Fish and St. Mary Lakes.

Estate late Thomas Glover—330 miles on the Kippewa and Du Moine.

J. K. Ward—107¼ miles in Block A.

A Barnet—82½ miles on the Ottawa and on Lake Temiscamingue.

The Rathbun company—112½ miles on the Coulonge and Ottawa.

These with several smaller limits make a total area of 19,796 squares miles for which licenses have been taken out from the Quebec government.

ON THE ONTARIO SIDE.

Wm. Mackey—147 miles on the Petewawa and Madawaska.

The Rathbun Company—22½ miles on the Madawaska and Mississippi.

Alex. Barnet—50 miles on the Petewawa.

O'Brien & Barry—26½ on the Madawaska.

Wm. McClyment & Co.—50 miles on the Petewawa.

Thos. Deacon—3½ miles in the township of Sebastepol.

Wm. Caldwell—101 miles on the Madawaska and the Mississippi.

H. V. Noel—100 miles on the Ottawa.

John Smith—23 miles in the townships of Admaston and Gratton.

Jas. Findlay—34 miles on the Chalk and Deep rivers.

J. B. Dickson—24½ miles on the Ottawa.

Gillies Bros.—72½ miles on the Madawasks and Montreal.

McConnell & Riopelle—13½ miles on the Petewawa.

John Halliday—10¾ miles on the Madawaska.

J. & R. Stewart—16¾ miles in the townships of Darling and Bagot.

McLachlan Bros.—967 miles on the Madawaska, Petewawa and Bonnechere.

A. & P. White—163¾ miles on the Petewawa and Ottawa.

Perley & Pattee—955 miles on the Ottawa, Bonnechere, Madawaska and Petewawa.

Bronson & Weston—335 miles on the Madawaska, Chalk and Petewawa.

Bronson & Weston. and Pierce & Co.—636½ miles on the Ottawa, Petewawa and Mattawa.

George Hay—10 miles on the Petewawa.

Thistle & Egan 21¾ miles on the Petewawa.

Thistle, Carswell & Mackay—95¼ miles on the Madawask.

Thistle, Carswell & Francis—157 miles on the Petewawa.

W. R. Thistle—55¾ miles on the Petewawa.

Wm. Mackay—47½ miles on the Matawin and Petewawa.

The estate of the late R. Ryan—100 miles on the the Montreal river.

J. R. Booth—1,370¼ miles on the Petewawa, Mattawin, Ottawa, Madawaska and Mississippi.

Jas. Emin—4 miles in the township of Olden.

Alex. Fraser—294¾ miles on the Madawaska, Nipissing and Petewawa.

A Caldwell & Son—100 miles on the Mississippi and Madawaska.

E. B. Eddy & Co.—229¼ miles on the Madawaska and Ottawa.

Canada Lumber Co.—278½ miles on the Mississippi

Wm. Mason & Sons.—62½ miles on the Madawaska Chalk and Deep.

John Rochester—11 miles on the Deep.

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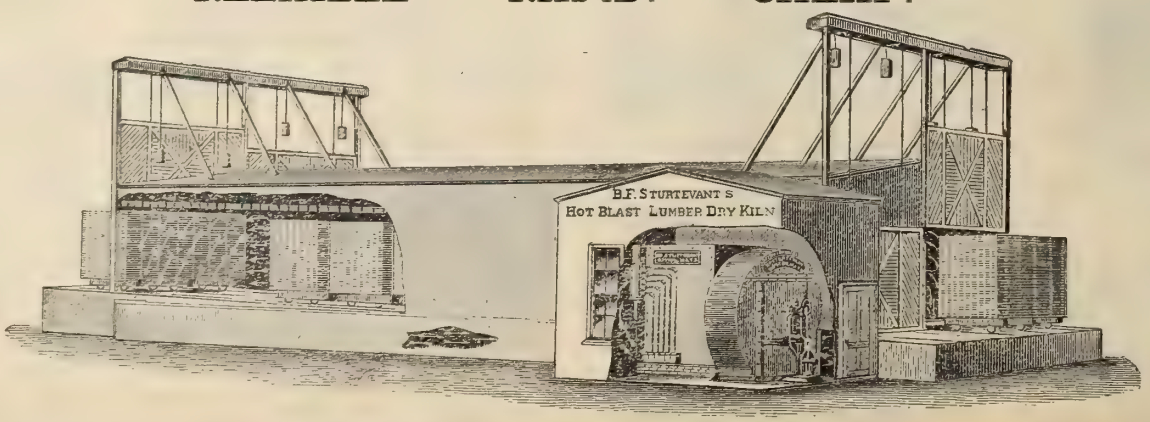

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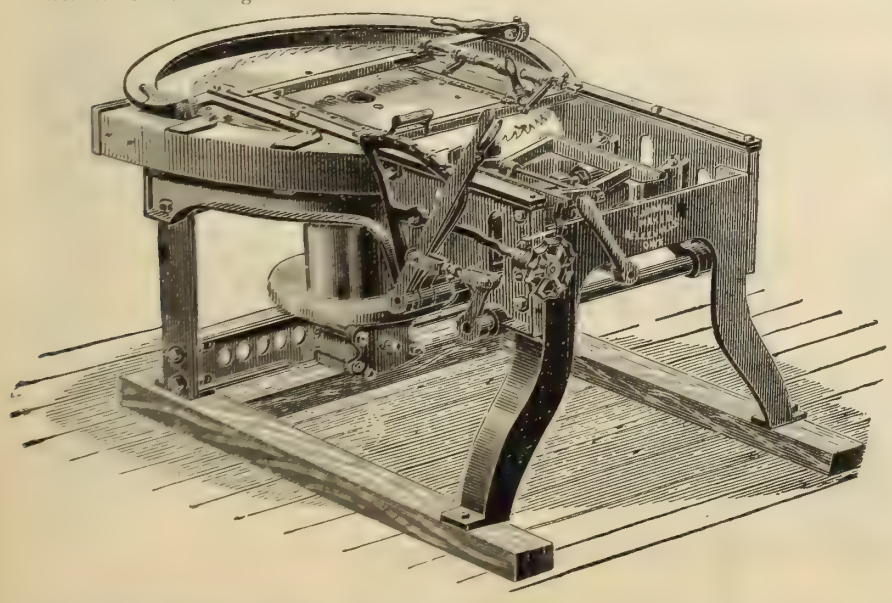

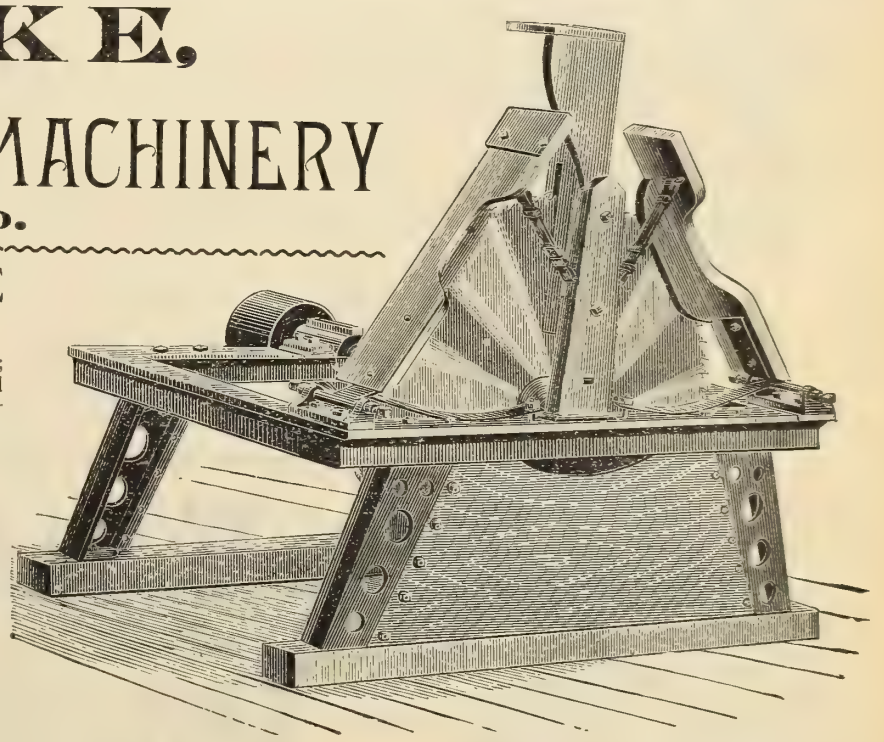

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August 22, 1890.

To Dodge Wood Split Pulley Co.,
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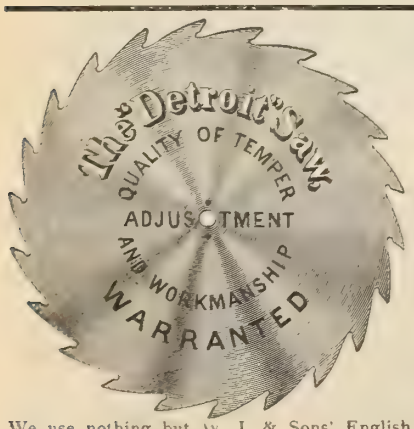

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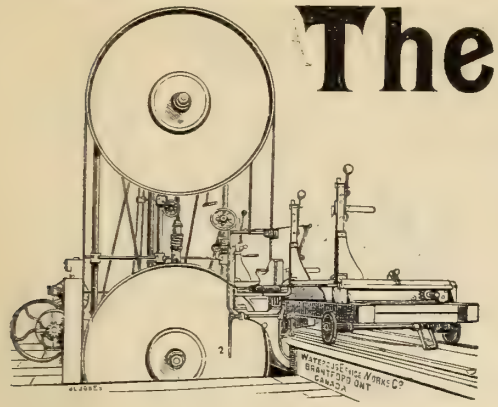
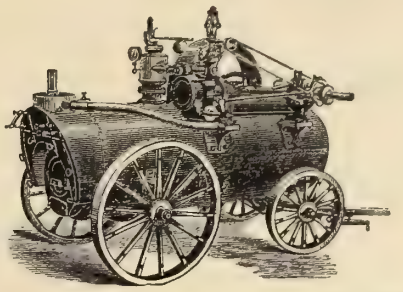
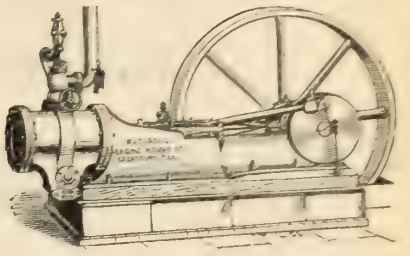


1844 1890





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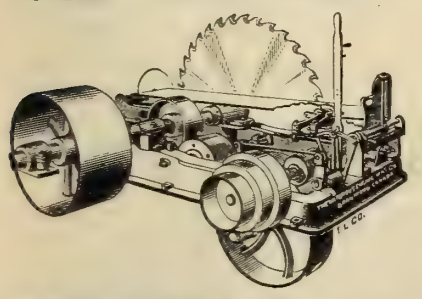

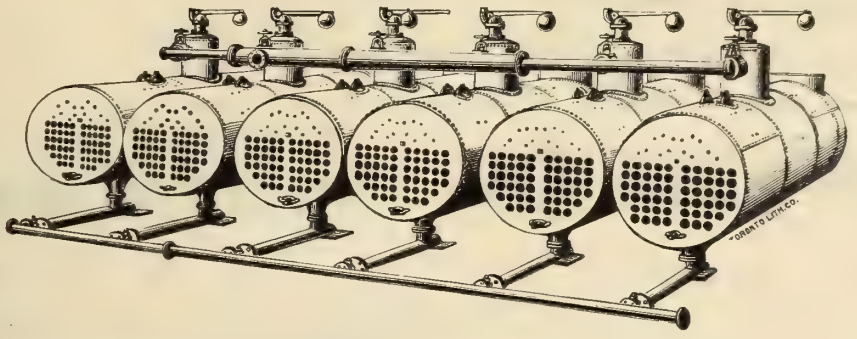

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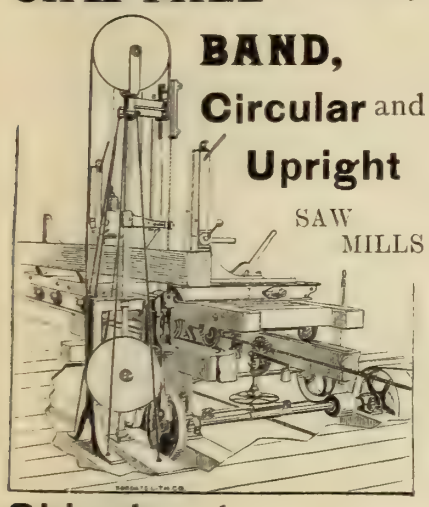
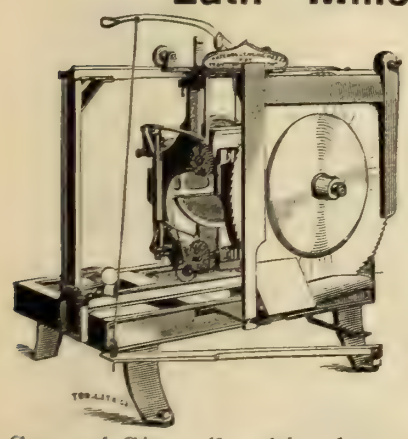
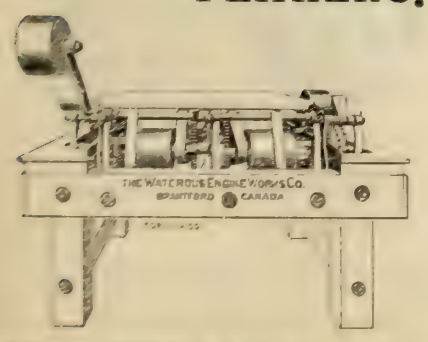


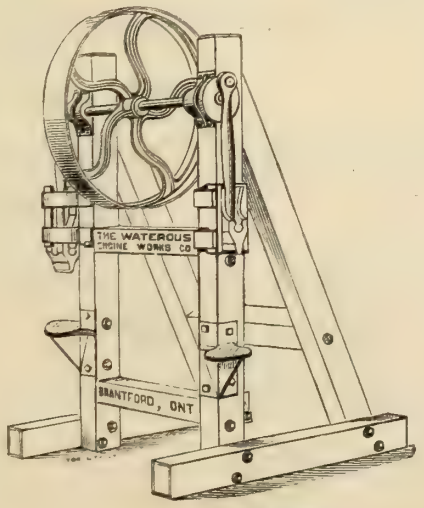
Shingle and **Lath Mills.**



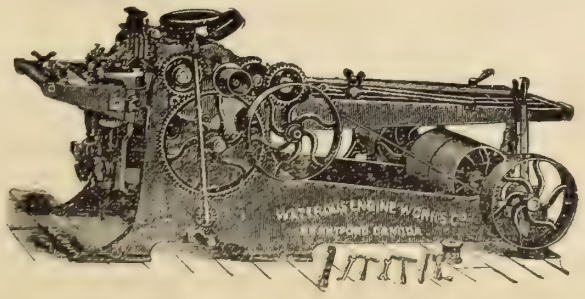
Several Sizes Combined **PLANERS.**

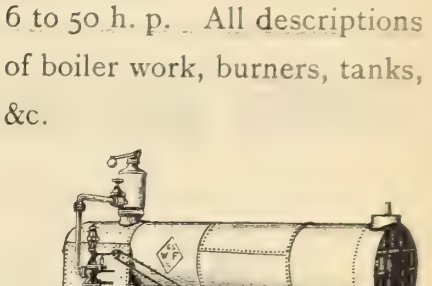


Our maxims have been "Nothing can be too well made." "Make the machinery as it should be in every part and then set the price at a fair profit considering the cost." "Never cut the price and then cheapen the production to suit the price." "That mill men and people generally can and do appreciate a good article and will generally buy it, even if first taken in with some cheap machine said to answer as well," After forty years of successful business life on the same premises, conducted on these lines, we have no reason to regret having started out with this standard before us. It has given us a reputation we are proud of, one that we cannot afford to injure ; and one that has kept us in full operation during these years, when many shops have been closed and others run short handed or on short time.

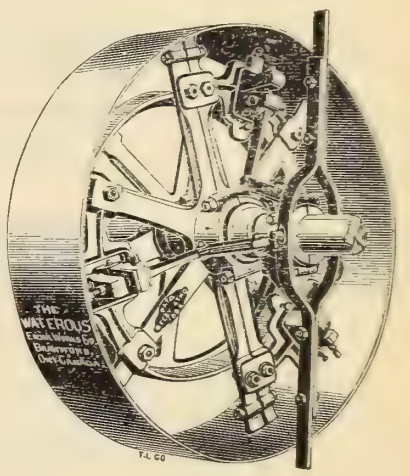


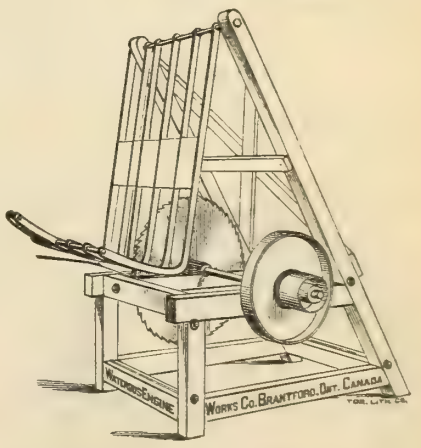
WOODYARD OUTFITS.





Friction Grip Pulleys.





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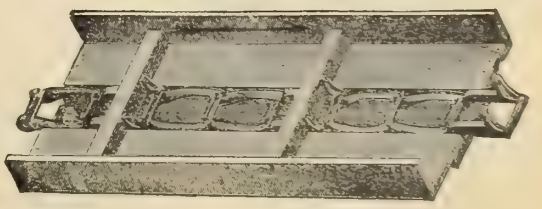

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All Kinds of Pine and Hardwood Lumber.

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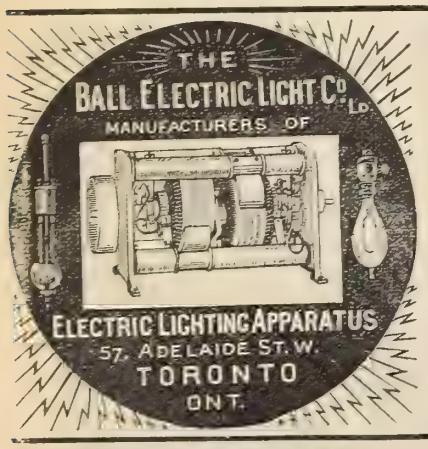

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Sail, Tent and Awning Maker,

251 GEORGE AND 154 KING STREETS,
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Canoe, Yacht and Boat Sails made to order.
Perfect Fits guaranteed.
Every description of Lumbermen's Supplies and Waterproof Clothing.

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Alligator Chisel-Bit Saws.

THE CHAMPION STAVE, HEADING AND SHINGLE MACHINES,
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CLEVELAND - - OHIO.

500 Carloads

Prime White Oak Small Boards.

1, 1 1/16, 1 1/8 and 1 1/4 inch thick; 3 1/2 to 5 inch wide, 2 feet and up long, wanted for cash at the mills.

Further all kinds of HARDWOOD LUMBER AND LOGS.

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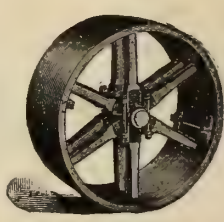

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We make the only hardwood bent rim spoke arm split pulley, only small split pulley, only wooden hangers in the market. Send for discounts & circulars.

Menasha Wood Split Pulley Co.
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MERCHANT * TAILORS,

269 Queen St. E., Opp. Seaton St., Toronto.

First-Class Goods and Trimmings. Workmanship and Fit Gauranteed.
All Orders Punctually Executed.

THE CANADA LUMBERMAN.

VOLUME XI.
NUMBER 12.

TORONTO, ONT., DECEMBER, 1890.

TERMS, $1.00 PER YEAR
SINGLE COPIES, 10 CENT

THE CANADA LUMBERMAN

PUBLISHED MONTHLY BY

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OFFICE:

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OUR NEW QUARTERS.

The Offices of THE CANADA LUMBERMAN have been removed to the

CANADA LIFE BUILDING,

King Street, West, Toronto.

TO VISITING LUMBERMEN.

LUMBERMEN visiting Toronto are invited to use the office of the LUMBERMAN as their own. We shall take pleasure in supplying them with every convenience for receiving and answering their correspondence, and hold ourselves at their service in any other way that they may desire.

IT has been conservatively estimated that the lumber cut in the American Pacific Northwest this year will be over two billion feet, valued at $25,500,000. Of this amount Washington will cut about 1,250,000,000 feet and Oregon about 750,000,000 feet.

THE Superior Court of Quebec has recently been occupied in trying cases, dealing with matters arising from the defalcations of Mr. C. G. Davies, of Quebec, the local banks seeking to recover by them from Messrs. Bryant, Powis & Bryant, Limited, of London, the sum of £13,000.

THE lumber trade at Quebec continues inactive and the demand is as slack as it was in the spring. The only rafts sold were those of Thistle & Carswell, Hurdman & Co., William Mackay and Alexander Barnet, of Renfrew. There are many millions of feet of lumber lying in the coves near the city.

A CARGO of over 1,000,000 feet of ship stuff is on its way from Vancouver, B. C., per the ship Titian, to Wilmington, Del. The material is to be used in the ship yards of Wilmington and consists of big timber and decking. The purchase was made by the George W. Bush & Sons' Lumber Company from the Royal City planing mills, and is due to the excellence of the lumber as compared with the Oregon and Washington saw mills.

MR. J. B. CHARLESON, who was sent out by the Quebec Government to examine and report upon the unexplored forests at the headwaters of the Upper Ottawa, reports that a region of 2,500 square miles north of the Ottawa, from Abbitibbi in the west to Camachimaga in the east, is fertile in soil, temperate in climate and covered with rich forests of the finest pine, spruce and other commercial woods of the greatest value, and that the means of getting out this timber by water are excellent.

THE Grand Trunk railway has been unable to supply the demand for freight cars for some months past. The trouble is attributed to incapable management and the use of Canadian cars for carrying through freight from the western states to the seaboard. Deputations to the general manager have proved ineffectual, and there is now some talk of shippers holding a meeting to consider the question. It would appear that the solution of the question lies in the assumption of the railway system of Canada by the Dominion Government.

FOR years past the large amount of British Columbia lumber shipped to Australia has been carried in sailing vessels, taking between two and three months on the trip; but these long voyages will soon be a thing of the past if the scheme of shipping lumber by steamers proves a success. The first move in the direction of lumber steamers between British Columbia and the colonies has already been made. The steamer Remus is at Moodyville loading with lumber for Melbourne, Australia, and if successful the time between Australia will be reduced from three months to one. which would not only be the means of giving an impetus to the lumber trade on this Pacific coast, but would increase our trade relations with the Antipodes.

A MEETING of the Tonawanda and Buffalo lumber dealers was held at the Merchants' Exchange committee rooms in Buffalo, on the 1st ult., for consultation about business generally, and to establish prices. A list of prices was agreed upon, and a joint committee appointed in order to more fully express the views of the two associations, it being the intention to have a list of prices printed by each association, following the plan that the Chicago Exchange adopted long since. Statements made by leading members of the trade divulged the fact that there was a strong demand for low grades and not enough lumber on hand or in sight to supply the demand, and it was thought necessary to advance prices materially, from No. 1 cutting up to uppers. These markets now rank second only to Chicago as distributing points.

THE Canadian Pacific railway has recently received important concessions at St. John, N. B., which may to some extent affect the lumber trade. It has acquired a branch of railway running from its own line to the wharves on the western side of the harbor, the property including wharf and warehouse facilities. The property was sold by the Dominion government to the city for $40,000, and the city handed it over to the Canadian Pacific under lease for 999 years, and also agreed to exempt it from taxation for 20 years. The railway company engages to provide proper terminal facilities. In 1889 one hundred and thirty-five million feet of lumber were shipped from Ottawa to Portland and Boston, destined for the South American market, and it is considered by many to be within the range of probability that the shipments of lumber from Ottawa to South America may be diverted to the port of St. John.

THE work in the woods in the Ottawa district during the coming winter will be very small compared with that of former years, as hardly two-thirds of the number of shanties in operation last season will be worked the coming winter. Wages are a little in advance of what were offered a month ago. Log makers demand from $18 to $22 per month; teamsters, $15 to $17 and road makers, $13 to $15. Very little square timber will be taken out by the lumbermen in the Ottawa district as the market for square timber is dull, and the stock on hand ready for sale is enormously large. Some 8,000,000 cubic feet were cut in the Ottawa Valley last winter, whereas this winter there will only be about 500,000 cubic feet. About the only lumbermen going into it this year are Fraser, of Westmeath, Barnet & Mackey and Thistle & Carswell, of Renfrew, who are taking out a small raft each on the Pettewawa river, which will probably average 125,000 cubic feet each.

ACCORDING to the report of the Commissioner of Crown Lands, Province of Quebec, for the twelve months ending June 30th, the total revenue of the department during that time amounted to the large sum of $918,627.77, the highest figure attained since Confederation. Of this amount $59,870.99 were received from the sale during the twelve months of 129,214 acres of Crown Lands, $51,580.98 for settlement lands, and $7,985 for mining lands. On the 30th June, the quantity of unconceded Crown Lands, subdivided into farm lots, amounted to 7,368,066 acres, the increase over the figure of the previous year arising from the surveying of 72,722 acres more since then, and the resumption by the Crown of 31,710 acres through the cancellation of certain sales. Of clergy reserve lands, 3,780 acres were sold, and on the 30th of June last, the extent of these lands still in the Government's hands amounted to about 130,509 acres. $11,896.96 were collected from the Jesuits' Estates. Gold mining licenses yielded the sum of $96; $9,811.75 were received from the leasing of fishing privileges in the salmon rivers and inland lakes, while timber dues, ground rents, produced the large sum of $806,051.69. In his remarks the Commissioner says that the general revenue of the Department has exceeded the estimates by several thousand dollars, but he notes with regret that the receipts from the Woods and Forests branch has not come up to the mark, the circumstance being due to the sudden fall in the price of square timber, general dulness of the European market, and the heavy import duties in the United States on sawn lumber, all of which has contributed not only to prevent the descent of the timber but to retard the collection of timber dues and other important sums owing to the Department. Mr. Duhamel believes, however, that the abolition of the Canadian export duty on logs will lead to a marked improvement in the actual state of things, and that the revenue of the department nex year will, at least, equal its figure this year.

THE New York Export Lumber Company, which virtually represents the lumber trade between the St. Lawrence and South America, has closed its yards at Hochelaga for the season, having despatched its last shipments. The shipment of timber of all kinds from the St. Lawrence ports this year show an immense falling off as compared with last year. The total shipments from Hochelaga have been 3,862,699 feet, as against 22,876,132 feet in 1889, while the quantity sent from other ports on the St. Lawrence has been 3,798,000, against 12,292,910 last year, making a grand total of shipments from the St. Lawrence for 1890 of only 7,669,690 feet, against 35,313,573 feet in 1889. This includes for each year timber of every sort, viz., spruce, pine, hardwood, and what is technically known as "small stowage," and exhibits a falling off for the season of 27,652,874 feet. The last smallest season within the decade was that of 1876, when the shipments from the St. Lawrence, all ports, were only 3,437,000 feet, or 4,223,699 feet less than this year. In 1877 the season was little better, only 8,787,928 being shipped. The falling off this year is attributed to the political disorder in South America.

THE cutting season of the Ottawa mills is now practically over, and as nearly as can be ascertained the output of sawn lumber in the mills of the Ottawa district will amount to about 598,000,000 for all grades high and low, and the value of this lumber at the established average would be $9,568,000. Although the amount is much less than last year's output, nevertheless it is a very creditable showing considering the reasons for the decrease are many. The estimates for the season are given as follows :

J. R. Booth	85,000,000
Bronson & Weston	62,000,000
Perley & Pattee	50,000,000
Pierce & Co	45,000,000
Hurdman & Co.	24,000,000
MacLaren & Co. (Ottawa)	25,000,000
E. B Eddy & Co	10,000,000
McClymont	7,000,000
Gilmour	35,000,000
McLaren & Co. (Buckingham)	10,000,000
Ross Bros	8,000,000
McCracken, Boyle & Co. (Templeton)	5,000,000
W C Edwards (Rockland)	45,000,000
Hawkesbury Lumber Co	50,000,000
Ottawa Lumber Co. (Calumet)	12,000,000
Canada Lumber Co. (Carleton Place)	40,000,000
McLachlin Bros. (Arnprior)	50,000,000
Gillies Bros. (Braeside)	10,000,000
Miscellaneous	25,000,000
	598,000,000

HARBUR COMMISSIONER BALCER, of Three Rivers, in a report to the Dominion government, says the decline of trade in that important lumbering centre is not merely due to the general condition of this business, nor the gradual reduction in the produce of the timber forests, but to the absence of proper shipping facilities in the harbor. The want of the necessary space for piling and sorting the lumber is forcing the merchants and shippers to send the produce of the mills in the district of Three Rivers by lighters to Quebec and to Montreal, for transhipment into sea-going vessels instead of shipping direct, as in former years, and as both producers and shippers intended to do when the harbor commissioner was established, and hopes were entertained that Three Rivers would prove to be the nearest and most suitable and economical port for the shipment of lumber. As for the importance of such establishments it may be said that the River Nicolet alone produces annually from 25,000,000 to 30,000,000 feet, the Riviere du Loup, the Yamachiche, the Becancour, the Maskinonge and some establishments along the line of railway turn out a very large quantity all told, without alluding to Ottawa lumber, the shipment of a portion of which from Three Rivers has been entertained for years, and is still entertained by some of the most prominent firms in the lumber export trade.

A special general meeting of the Toronto Board of Trade was held Nov. 20th, to consider the shortage of cars on the Grand Trunk railway to meet the demands of the lumber and grain trade. The president, John I. Davidson, occupied the chair. There were present : Messrs. W. M. Stark, James Harris, J. B. Eager, S. C. Kennedy, James Carruthers, J. Carrick, W. Millichamp, J. N. Peer, J. C. McKeggie, J. D. Laidlaw, J. McLaughlin, D. D. E. Cooper, A. McFall, Wm. Kersteman, jr., James Worthington, W. Christie, J. Donogh, W. B. Hamilton, Wm. Thompson, R. S. Baird, J. H. G. Hagarty, George Goulding, George Keith, George A. Chapman, Thos. Tait, C. P. R. ; R. L. Nelles, G. T. R.; J. N. Sutherland, S. James, G. M. Bosworth, C. P. R. ; A. M. Smith, H. N. Baird, C. Goode, G. B. Smith, M. P. P., Paul Campbell, L. A. Tiley, R. W. Elliot, J. Young, N. Weatherston. The president, in opening the meeting, said the question had become so serious as to require the interference of the Board. He had accompanied the members of the lumber section on Sept 20th to interview Sir Joseph Hickson on the matter and he had promised that the grievance should be remedied. It would be for the meeting to say whether this promise had been fulfilled. The question was discussed at considerable length, *pro* and *con*. It was then moved by W. B. Hamilton, seconded by George A. Chapman, and adopted : That the following be a committee to report to the council of the Board on the railway question : Messrs. A. B. Lee, representing the hardware section. R. J. Stark, representing the flour and meal section, S. Caldecott, representing the dry goods section and J. Donogh, representing the lumber section.

IN the Exchequor court judgment has been delivered in the case of the St. Catharines Milling and Lumber Company vs. The Queen in favor of the latter. It will be remembered that this company, which is composed of Capt. Murray, of St. Catharines ; J. A. Gouin, P. H. Chabot, Oliver Latour, and T. E. Chevrier, Ottawa, obtained from the Dominion Government the privilege of cutting a million feet of lumber in the territory which the courts afterwards awarded to the Province of Ontario. The plaintiffs in 1882 obtained a permit from the Dominion to cut 1,000,000 feet of lumber in Keewatin, then a disputed territory. Under this permit the company cut 1,6000,000 feet of lumber and paid the dues thereon to the Federal Government. The logs remained on the limit, as the Canadian Pacific railway refused to build a siding for their shipment. In the meantime a title to the disputed territory was finally granted to Ontario, whereupon the Government of that province seized and confiscated 1,600,000 feet of lumber. The company then filed a petition of right against the Dominion Government to recover $159,525 for damages. The Crown would only admit a claim to the extent of $2,375.59, and tendered this amount to the plaintiffs. His Lordship decided against the company and gave judgment for only $2,375 reserving the question of costs. The sum awarded by the Exchequer court was simply the amount paid by the company to the Government as timber dues. Their claim for damages, and even the money spent by them in cutting logs, making roads, etc., was rejected. It is understood that the company will appeal the case to the Supreme Court of Canada.

A BALTIMORE correspondent writing to an exchange on the recent change in the tariff on lumber says : "I am surprised at the quiet position of the lumber press concerning the change in the tariff heretofore existing between the United States and Canada. We may as well acknowledge that we have been out-generaled, or that in diplomacy the Canadians are our superiors. The only people in the United States who have been benefited are the few who did not unload their "crown lands," and who may now tow logs from such lands to American ports for manufacture. The Canadian lumber comes in at a duty of $1 a thousand to compete with our home product. Prices have not, and will not, lower on white pine to consumers, but American manufacturers lose the chance to supply exactly the amount of lumber that comes from Canada. If I understand the situation, Americans can now invest millions of dollars in timber limits, but the product must be manufactured in Canada, which withdraws just so much capital from the states, furnishes labor to Canadians, and builds up manufacturing towns, all of which are consumers of Canadian product. Every foot of common grade from Canada debars the use of a like quantity of home product, and it is a well-known fact that home manufacturers are puzzled now to find markets for their coarser product. I do not believe in giving something for nothing, nor do I believe in giving Canadians a market for their lumber, and accept their gift, which has "a string to it." If crown lands could be bought with no restrictions as to where the logs should be manufactured into lumber, Americans could then continue to furnish employment for American laborers at home. With lumber manufacturers in the United States the conditions are well recognized and party lines are ignored. The fact is that a prohibitive tariff as between Canada and the United States would benefit the many thousand manufacturers of lumber and their hundreds of thousands of employees, and would not raise the price a single dollar a thousand to the consumer."

COMMENTING on the reports published in the Ottawa press as to the results of Mr. Charleson's recent exploration of the timber limits in northern Quebec, the *Chronicle* says, the region explored by him extends from the source of the River Ottawa to the point where it expands into Lake Temiscamingue, a distance of about one hundred and fifty miles. For the whole of this distance the river runs from east to west, or in a direction exactly opposite to its general course, which is from west to east, through land for the most part well fitted for settlement, and the forests which border it are largely composed of valuable white and red pine timber. And not only are these valuable woods to be found in the river valley, but as stated a few days ago by Mr. Bailey, C.E., of Toronto, they extend to the height of land, and beyond it into the James Bay territory. Mr. Bailey states that the Ontario side of Lake Temiscamingue, between that lake and Lake Nipissing is even more valuable, the best of white pine being found in such quantities, that a Toronto company is about to build a railway through these lands to Moose Factory, on James Bay. There is one point in connection with these valuable discoveries, which should not be lost sight of. And that is as to how this timber is to be manufactured and brought to market. Quebec people must not imagine that they are going to control it, as heretofore, if the ancient methods of doing the business are to be pursued. The world moves, and since the recent construction of new railroads, the old plan of floating the timber and saw logs down the rivers is being rapidly changed ; the logs are being sawn on the spot and their produce carried to market by rail as is done in the Western States. The great bulk of the logs now made in the Province of Quebec on the Upper Ottawa are sawn in Ontario mills at Ottawa, and their produce, instead of coming to Quebec in barges, goes to swell the earnings of Ontario railways, and to such an enormous extent, that last year the Canada Atlantic Railway carried—nearly all to the United States—the immense quantity of one hundred and fifteen million feet of sawn lumber, and the Brockville & Ottawa a very large quantity, probably the bulk of the four hundred million feet transported by the Canadian Pacific, of which it now forms part. If we in Quebec had only had the foresight to build the long projected railway from Quebec to Lake Superior, or even as far as Lake Temiscamingue, the most of this timber would have been sawn at local mills along the line, a chain of settlements would have sprung up in the interior, and Quebec Province and our port would have had the benefit of the trade. If this line were built now, not only would we secure the business of the one hundred and fifty miles of the Upper Ottawa, the timber of which is to a great extent untouched above Temiscamingue, but a valuable impetus would be given to the settlement of the interior of the Province, even without resorting to the rather narrow policy of the Ontario Government, which compels all logs cut on its lands to be sawed in that province. If we don't do this, it is certain as the sun shines that every log made on the Ottawa river north of Temiscamingue will be sawn there, and the produce carried to Toronto by the new road via Nipissing and thence to the United States. The question is a most important one, and merits the attention of our business men and of the Provincial Legislature. The territory in question, with the adjoining area in Ontario, embraces the most valuable timber lands now left in America, and should be carefolly nursed, and so administered as to secure the colonization and devolopement of the country in which it grows, as Providence intended it should.

WITH the current issue the CANADA LUMBERMAN closes its eleventh year, being the oldest trade journal published in Canada. It has encountered the usual number of vicissitudes during that period, but has also experienced a degree of prosperity of which but few journals in this country can boast. We do not think that we are overstepping the mark when we claim that it has won the favor and esteem of the influential trade it represents, and is becoming more and more popular with each new volume. We hope that the twelfth year will show equal, if not superior, results than during the past, and it will be the publisher's aim to do his share towards achieving that end.

IT is reported that James D. Leary, of "big raft" fame, has bought a large tract of forest land in Queen's county, N. B., and should the weather be favorable for lumbering this winter, he will get out 30,000 pieces of piling for use on crib work and other contracts in and around New York. The sticks cut comprise the smaller growth of spruce, tamarack and other trees, which are too small for the New Brunswick saw mill men, and have hitherto been little used for any purpose. On being floated down the streams to the St. John River, they will be rafted to St. John harbor, from which place powerful tugs will tow them to New York.

MESSRS. J. & T. CHARLTON, of Tonawanda, N. Y., are a party to a couple of interesting suits recently entered in the Supreme Court at Buffalo. John P. Schell, a guardian for Louis Schell, a miner, sues to recover $10,000 for injuries sustained by his son while employed in the Charlton mill, which incapacitated him from work, and in consequence of which he was "let out" by the Messrs. Charlton, and the father is deprived of the value of the son's services. The second suit is for $50,000, and is entered by Schell himself to recover damages for personal injuries sustained while in the employment of the Messrs. Charlton.

SPLINTERS.

BURLAND & CO., lumber dealers, Toronto, have held a meeting of their creditors, and are said th have submitted an offer of 20 per cent. on liabilities of $4,000.

* * *

THE Snider Lumber Co., of Waterloo, with a capital of $40,000, has been incorporated by the Ontario government.

* * *

THE total exports from Canada of the products of the forest for the year ending 30th June last, foot up to the magnificent sum of $27,289,264.

* * *

THOUGH somewhat in advance we accept this our last opportunity to extend to its many readers the CANADA LUMBERMAN'S best wishes for a very merry Christmas.

* * *

A CONFERENCE of United States lumber buyers took place at Whitehall, N. Y., the other day, to consider offers of lumber made by Canadian producers. It is expected that several large sales will be the result.

* * *

THE lumber barge Wahnapitae, which lately went to pieces at Cleveland, O., had a capacity of nearly 2,500,000 feet. It was almost a mine of wealth to its owners, and will be greatly missed in the lumber trade.

* * *

WE trust that all subscribers who are in arrears to journal will assist in making the editor's Christmas happy by remitting the amount of their indebtedness as early in December as possible. Does this apply to you, reader?

* * *

MESSRS. BURLAND & CO., lumber dealers, of Toronto, made an assignment on the 19th ult. At a meeting of the creditors Mr. Burland made an offer of 10 cents on the dollar. The creditors adjourned for a week in order to take the offer under advisement.

* * *

AT a meeting of the creditors of Willmott & McIntosh, lumber dealers, Toronto, held last month, the offer of fifteen cents on the dollar for the estate by Mr. Willmott was refused. Mr. W. J. Holliday, inspector, J. O. Buchanan, J. Donogh, E. Farquhar and Dr. Willmott, directors, were appointed and authorized to realize on the estate as soon as possible.

* * *

CANADA exported nearly a million of dollars worth of goods in excess of what she imported during October. The total exports for the month amounted to $12,038,421, of which $4,036,342 were products of the forest. The total for October last year was $14,034,274. For the four months. however, there is an increase in our exports of nearly half a million.

* * *

MR. JAMES MCGHEE, of Toronto, trustee of the estate of Wm. & Robert Henry, deceased. is offering for sale 5,000 acres of timber lands on the Manitoulin Island, at the low price of $5 per acre. These lands are patented and unpatented, and will be sold *en bloc* to close out the estate. For particulars see advertisement on another page.

* * *

THE death is announced of Mr. Geo. Coy, a leading partner in the well-known saw manufacturing firm of the R. H. Smith Co., St. Catherines, Ont. Deceased, though a comparatively young man, was a gentleman of considerable prominence both commercially and socially,, and his death, which resulted from *phthisis pulmonatis*, will be much lamented by a very large circle of friends.

HEAVY MORTGAGES.

Chattel mortgages to the amount of $625,477.25 were given November 24th by the J. E. Potts, Salt and Lumber Co., of Detroit, Mich., to different creditors, and were filed with Au Sable city and Oscola township clerks. The mortgages cover all lumber, timber, lath, railroad fixtures, goods and personal property of the said Company in the township mentioned and in others in the state. Among the parties and amounts mentioned in the mortgages are as follows: George W. Yarker, Toronto, and Sarah A. Tisdale, Simcoe, $51,900; the Union Bank of Canada, Montreal, $49,434.47; Dominion Bank, of Toronto, $148,185.75; Bank of Montreal, $170,994.79; Imperial Bank, Toronto, $44,399.60.

The Company owns about 3,000,000 feet of stumpage, upon which the Federal Bank, of Toronto, has a contract lien, the original amount being $800,000. Since the J. E. Potts Salt and Lumber Co. was organized in 1882, it has been doing business on borrowed capital, and while J. E. Potts was in good health the firm prospered and did an immense business. For some months past the management of the concern has fallen upon Col. Tisdale, president of the Company. John E. Potts is a Canadian, who began life as a clerk, and when at the age of 19 he established a store at Port Rowan in company with Wm. Dawson, and met with success. He first embarked in the lumber business at Simcoe in 1865, and from that time on he was remarkably successful in business. In 1876 he went to Michigan and began operations at Au Sable, and since 1884, Col. Tisdale, of Simcoe, has been his partner. The Company owns several large saw mills, as well as a magnificent domain of Michigan forest, also a couple of lumber barges. The Company practically owns a town of some 600 inhabitants called Potts, in Oscola county. It is a settlement built up around one of its big saw mills. and at the junction of several branches of the Company's logging roads and in the midst of a fine tract of magnificent pine. The possessions of the Company in north-eastern Michigan are enormous. It has bought pine wherever it could be had and pushed its railroads into the tracts, cut the logs and left. Pine fast disappearing, the hardwood was next secured, until now the Potts deeds cover section after section and mile after mile of maple and beech timber.

Representatives of the creditors of the Company met in Detroit on the 26th ult. Nichol Kingsmill, of Toronto, represented the Dominion and Union Banks, J. A. Worrell, the Bank of Montreal, M. Hay and M. A. Gilbert the Imperial Bank of Toronto, George Kappelle as solicitor for the Imperial Bank, and J. D. Montgomery, solicitor for the Bank of Montreal. Fred. W. Sibley, of Detroit, and George W. Yarker, of Toronto, were also present. All seemed satisfied apparently with the explanations made by Mr. Tisdale. There is no disposition, so far as known, to close the Company up at once. Mr. D. Tisdale, president of the Company, is preparing a statement of the Company's business, which he hopes to have ready soon.

Alfred Lucking, attorney for the Company, says: "Unless the mortgagees become ugly and sacrifice things the business will go right along, every debt will be paid in full and stockholders will have a handsome surplus. No one knows the exact cash value of the assets. The liabilities have not yet been figured up. They are perhaps $200,000 over and above the mortgages, besides certain old indebtedness secured years ago by other property, the amount of which I do not know. There is no truth in the report that Mr. Potts is insane. He has been very sick at his home, 32 Stinson Place, this city, since last July, but is now better."

PETRIE'S NEW MACHINERY DEPOT.

Toronto secures anothor important industry by the establishment of Mr. H. W. Petrie's extensive machichinery depot, which is this month being removed from the city of Brantford. The name of Mr. Petrie is too well known to readers of the CANADA LUMBERMAN to require an introduction in these columns. Commencing business in a small way some 15 years ago, in the purchase and sale of new and second hand machinery he has by strict attention to business and fair dealing stepped up the ladder of business success, until to-day, his establishment ranks second to none of a similar character in the Dominion. Having decided that the growth of his business demanded a more central location and better shipping facilities, Mr. Petrie some months ago completed the purchase of a tract of land on Front street, a few yards west of the Cyclorama building, and adjoining the Union Station, on which he immediately commenced the erection of a solid brick and stone building to accomodate the extensive and varied assortment of machinery which he carries in stock.

The fine structure has a frontage of forty feet and a depth of one hundred and twenty-four feet, four storeys high. The foundations are of the solidest description, each post resting on a stone four feet square, and the walls are also supported by stone foundations of equal thickness. The front is of the best Burlington pressed brick; plate glass windows, and the whole is supportby steel girders. Massive timbers separate the flats, and render the upper ones as firm as the concrete floor beneath.

The handling of such extensive and heavy machinery requires special appliances, and these have been supplied in the form of two powerful, steam-propelled hoists, one for light and one for heavy articles. The precautions taken to guard against fire and burglars are thoroughly efficient. Two substantial vaults bid defiance to all unlawful entry. The offices will be models of neatness and beauty; finished in natural woods. The interior will be lighted by the most approved electric system; in short, nothing has been omitted that could add to the convenience and efficiency of the establishment.

To attempt a classification of the varied assortment of machinery and supplies handled by Mr. Petrie would be too endless a job to be undertaken here. His establishment is a veritable Noah's Ark (without the animals) in which can be found everything in the machinery line, from a screw to the largest steam engine and mammoth planer.

Mr. Petrie is especially to be congratulated on securing such an admirable location for his workes, being within about one hundred yards of the Union Station—from which a special entrance has been secured—and directly in the businesscenter of the city.

THE LUMBERMAN extends its best wishes for Mr. Petrie's future success, and hopes that his most sanguine expectations may be realized.

SHINGLE SAWS.

BY KERF.

Shingle-sawing machines usually employ circular saws, and these are more often flat or on vertical arbors than otherwise. Some have reciprocating carriages for the spalt or block, and otherwise have a rotary motion ; some employ but one saw and other two or more.

A drag saw is first used to saw logs up into lengths required for shingles, 16 inches and 18 inches, sometimes 20 inches, for heading from 10 inches to 22 inches long. There are also bolters having two saws which cut faster, as the saws are set the distance apart the bolt is wanted and driven together, as both being connected to the sword piece. The bolter is then used to cut rots and bad places out of bolts, also to split them and sometimes to sap or take off the bark or sap from the outside.

The shingle machine takes the bolts and makes them into shingles, the block or bolt being placed on the tilt table. The slides are planed into the tilt table top, so as to allow them to be moved ahead toward the saw as the latter wears up. This table hangs on trunnions, and oscillates as a tilt lever is moved from side to side. The butts and points of the shingles are regulated by four hand wheels, which are also used to set the table top parallel with the track of the machines. The tilt leaves do not have to be removed every time a shingle is cut, but only as required to throw knots, etc., into the point of the shingle, when possible ; also so as not to saw the wrong way of the grain. This handle is moved by the arm of the operator between the elbow and wrist. The stops are set so as to give the lever the same throw each side of the centre. The rock shaft to which this lever is attached is cast with a crank on one end, which oscillates the table. A one-screw device is arranged in the side of the tilt table to raise or lower the table after being once adjusted. The carriage is adjusted to different lengths of blocks. On the standard sized machine the saw is fastened by saw screws to a 22-inch cast iron collar. The collars are faced to make the saw hang somewhat low in the center. The saw is 38-inch diameter, nine gauge in the eye, fifteen to seventeen gauge at rim, and has about ninety teeth. It is ranged or made to lead as required by swinging the lower part of the yoke (in which are cast the arbor boxes, entirely independent of the frame), one way or the other, thus raising or lowering the saw rim at the cutting point. This ranging is done by loosening two nuts on bolts on the back side of the frame and turning the hand wheel, and then retightening the nuts. The upper part of the yoke has a groove planed in, and the frame has a rib cast on and planed off to correspond. A spring lock to the tilt lever holds the lever against the stop so that it will not rebound. When heading is being cut the stops are turned down so as to hold the table level. As heading is the same thickness from one end to the other, and does not require a tilt frame shingle machine, the shingle goes to the jointer, who joints them on the edges, either on a wheel carrying knives or on knot saws ; also throwing knotty ones to be sawed out on the knot saw.

In one variety of flat saw shingling machines, the ways on which the block rests are changed to any thickness or any taper by four hand-screws. The first changes the shingle to thick or fine ; the second regulates the butt ; the third regulates the top and is held by jam nuts ; the fourth changes the rake in the saw on the top. On such a machine, if a block is four inches thick on one end and ten on the other, all the butts may be sawed upon one end and all the tops on the other, bringing the block even at each end, and making the entire block into shingles except a thin slab. The saw strikes the block on the side, which is considered to make a smoother shingle

Evart's shingle machine also employs a flat saw, that is, one having a vertical arbor, and the bolt is entered on the side by the saw.

Then the packers bunch them up, which work is always done by hand. Aside from these machines a "jack works" is used for hauling logs into the mill and up to the drag saw, which is an endless chain generally carrying dogs. There is also a sawdust carrier to take sawdust, edgings, saps, etc., to where they are burned. Sometimes the bolts are sawed in the woods and bolted with an axe, in this way not needing a drag saw or bolter. Such a mill is called a bolt mill.

A new type of shingle dresser is a planer with an endless wooden carriage bed, in which are made beds in which the sawed joint shingle is put and held in place by pressure rolls held down by springs, so that they are sprung into a dished board transversely across the shingle bed while being planed. When they come out they have a convex upper face, thinned down at the left edge, so that, in driving, the thick side overlaps the thin edge, and thus the shingles when on the roof rest on their two edges, leaving an air space between. It is claimed for them that as soon as the rain is over they dry at once, while joint shingles, lying flat together, become water-logged and rot in the lap. A twenty-four inch shingle of this kind is put eleven inches to the weather, while a joint would be only seven and one-half inches, thus covering more surface, saving one-third inch lath, and being claimed to make a roof last longer.

A UNIQUE CIRCULAR SAW.

Among recent important inventions which have been brought under the editor's notice none is more worthy the attention of the wood-worker than the B. M. T. Circular Saw, which is now being introduced by the Montreal Saw Works Co., Ltd., Montreal, Que.

In company with Mr. Chas. M. Whitlaw, manager for the above company, a representative of THE LUMBERMAN visited a number of wood-working establishments in this city for the purpose of testing the ability of this saw to do all that is claimed for it. The neatness and thoroughness with which it did its work on all classes of woods was a surprise even to the oldest sawyers, and was generally acknowledged to stand ahead of any other saw yet introduced for the finer classes of wood-work.

A brief description will give the reader an idea of how this saw is constructed and the class of work it turns out : The teeth are arranged in sets of three each, and after each set is a recess or gullet for the reception of the saw-dust liberated. There are two distinct kinds of teeth in each saw, two side cutting teeth, and one centre cutter and cleaner combined. On each pair of side cutters the cutting edges are on opposite sides, so that the bevels face each other, thus making two parallel gashes in the wood. The clearing tooth is slightly below the points of the side cutting teeth, and formed like a common mortising chisel, with its cutting edge at a right angel to the gash, and its purpose is to cut away the wood which has been side gashed, and remove it into the recess or gullet before it, thus leaving the next group of teeth free from obstruction to their work.

The sharp chisel edge of the side cutting teeth leaves the sides of the wood as smooth as though planed, and as no set is required the saving of material is very great, while the absence of roughness and fibres lessens the friction, enabling the saw to work successfully with much less power that the V tooth.

With this construction, the same saw will cross-cut, rip or cut a mitre faster and better than any one saw now made specially for any one of these purposes. Each tooth acts like a chisel and cuts perfectly smooth.

The planing mill, sash, door and blind factory, pattern shop, furniture factory, and, in fact, any establishment where fine work in wood sawing is required, is working at a disadvantage where this saw is not used.

HAMMERING SAWS.

Take a piece of round saw plate about two and one-half inches in diameter, place it on an anvil, and strike it a blow with a hammer in the middle. The blow will spread the steel under the place struck, the elasticity of the surrounding steel will give, and it will not be any longer in diameter than before struck. But cut it in from the edge to the spread plate, this will relieve the outside strain, and it will then expand and will be more in diameter.

A sawmaker, in hammering a saw, hammers all over the plate, the hammer marks some little distance apart. Imagine a finished saw cut into pieces, one for each hammer mark, and each piece cut in from the outside of each piece to the expanded place, and then try to fit these pieces in place exactly as before cut. This will give an idea of the shape or condition of a saw plate when it is put to work in a saw mill.

It is expanded all over in spots, and surrounded by pieces that want to expand inward ; the equilibrium of the two expansions is a stright saw. The saw is put to use in the saw mill and commences wearing. In keeping it in order the plate is cut down in diameter. The first cut of the file weakens the outside rim around a hammer mark, and it will expand a corresponding amount. By filing it down it increases the expansion, and the result is a saw that is too loose on the outside. If cut down by an emery wheel and heated it relieves the tension to an increased depth in the plate, and gives a greater chance for expansion. If filed down and the corners left square, the bottom of the teeth may come near one of the hammer marks. The result is the steel is already strained by hammering nearly to its breaking strength, and when the tooth strikes a knot or other hard substance it makes it more than its breaking strength, and the result is a crack in the saw, and the square corner gets the blame when not one-one-thousandth part of the strain was caused by the cutting of the saw, and the other nine hundred and ninty-nine one-thousandths were caused by bad hammering. This gives a reason why a saw should not be hammered by an inexperienced person ; the result is likely to be an unequal strain on the saw, and cracks in saw, and it will have to be thrown away before it is half worn out.

England's Favorite Hardwoods.

[Timberman.]

Owing to the fact of the extended commerce of Great Britain, and that her trade relations bring her into intimate connection with every nook and corner of the uncivilized as well as the civilized world, the varied products of every clime are familiar in all her great marts. This fact is quite as true of the department of forest products as any other, and many woods are quite familiar to cabinet makers and other woodworkers of Great Britain, which are almost unknown in this country. The list of hardwoods embraces the partridge, the zebra wood, the mola, snake wood, the cocus wood, the teak, the jarah and many others, whose names even, are unfamiliar in this country.

Notwithstanding this fact, however, that the list of woods used is much larger there than here, the principal varieties, furnishing the great bulk of the consumption of Great Britain, are there as here, but few. First among them comes the oak, and following in the order named are ash, elm, alder, box, basswood, mahogany, teak and greenheart. Of all these woods, in value and variety of uses, comes first the oak. It is used by the cabinet maker for his work, its beauty of grain and enduring qualities recommending it highly for this purpose. No timber can stand as many changes as this, and it is extensively used in railway work, such as frame work for passenger and freight cars ; it is used in the country for carts and waggons ; for the frames and spokes of wheels ; for all classes of agricultural implements, and is regarded with high favor by the building trades.

The tough and elastic ash is also in great demand by our English cousins. The cabinet maker and the ship joiner use it extensively, as it makes splendid fittings, and takes a good polish. Manufacturers of street cars and carriage makers also buy large quantities of it. American ash is highly esteemed, but the Hungarian ash with its rich and beautiful figure, has the preference for ornamental purposes. Elm is much used for a variety of purposes, but it is preferred for indoor work, as it will not stand the weather, the alternate wet and dry, soon rotting it. Teak is a valuable timber, somewhat resembling oak, coming from India and Burmah, and is sometimes called Indian oak. It is very heavy, and highly esteemed for ship work, such as deck houses, sash, sky lights, combings for companion ways, etc. Some of the better qualities of this wood resemble rosewood, and it has a very strong smell, preventing insects from attacking it. Sycamore which in this country is coming to be valued highly by furniture makers and for

interior finish by reason of the beautiful polish of which it is susceptible, is used in England chiefly by the coach builder, but will, in the course of time, become a favorite with cabinet makers when they come to understand its true value.

The treatment of woods, particularly furniture woods, in finishing them, is somewhat different from that in use in this country. The English woods are finished in dark colors mostly. They do not do much with light woods, like birch or maple, but when once the British public comes to understand the exceeding beauty of these woods when manufactured into furniture, they will, without doubt, quickly become popular. A movement is now on foot by furniture manufacturers of Grand Rapids, for establishing a distributing centre for their goods in some large city of Great Britain, probably Glasgow, and notwithstanding the well-known conservatism of the English people, it is thought that these products will meet with ready sale, for sound sense and ability to recognize a good thing when they see it, is quite as prominent a British characteristic, as is their proverbial conservatism.

The William Hamilton Manufacturing Company's Works.

The Wm. Hamilton Manufacturing Co's. works, at Peterborough, Ont., may be justly classed amongst the thriving industries of the country. The firm is well known all over the Dominion and their works are among the largest and most complete in Canada. The firm supplies Canadian mills and factories with the best and finest machinery that can be manufactured, making a specialty of mill machinery. From time to time additions and improvements have been made to the buildings, and from a comparatively small beginning the business has grown until it has assumed immense proportions. Since the fire last summer a general reconstruction of the premises has been going on, and now that they are finished the works have resumed their wonted activity.

The plant is the very best that could be procured. The shops are supplied with all the latest improved labor-saving appliances known to the mechanical world, and as a consequence the class of work turned out is unexcelled. This is evidenced by the fact that the company ship their manufactures from the Atlantic to the Pacific coasts, and as fast as they can be supplied. About 125 men are at present employed, but this number is expected to be increased during the winter.

A new brick chimney has been built one hundred feet in height, which is no small triumph of the builder's art. The base of the stack is ten feet square, which gradually tapers off to 6 feet 6 inches at the top. The chimney flue has a uniform width of 48 inches from top to bottom. The burned buildings have been restored, and an unbroken front of 300 feet of two story brick buildings fronts on Reid street.

The pattern shop has been remodelled and the patterns arranged and classed more conveniently than before. The old moulding shop will be the erecting room. The erecting room is supplied with the largest planer in Canada, a pulley lathe for turning pulleys 10 and 12 feet in diameter, and a horizontal drill.

The engine and boiler room have been about doubled in size. Two mammoth boilers, 14x56 feet, will furnish steam for the three engines which are necessary to run the machinery. Two of the engines are situated close to the boilers; the third is in the new moulding shop across the way. A big 80-horse Corliss engine gives power to the machine shops, while a smaller Leonard Ball automatic engine will run the forty-light dynamo.

On the east side of Reid street are the new moulding shops and the pattern store house. The building is 150 feet long, with a truss roof 40 feet high, and wings 18 feet wide, the central portion being 32 feet in width. There is a fifteen ton power crane driven by a wire rope, and capable of lifting the heaviest weights, and also three hand cranes swinging on the support columns. A narrow-guage railway runs the length of the shop for conveying the castings to the front. In the north-west corner of the building is the brass-moulding shop; next on the same side are the core benches and two large core ovens with a 32-inch cupola. On the other side of the shop, in the west end, is a 15-horse engine, which is driven by steam conveyed from the boilers in the main building through pipes stretched underneath the street to the moulding shop. This engine runs the travelling crane and drives the rattle mill, and the hoist which carries up the metal to the cupola platform. The other departments in the main building, the boiler and machine shops, have not been altered. Every shop is heated by steam, and the different sections are separated by fire proof walls. The whole premises are now lighted by electricity, for which purpose some fifty lamps are required.

The LUMBERMAN extends to the Wm. Hamilton Manufacturing Co. its best wishes for continued prosperity.

HARDWOOD LOG INSPECTION.

[Northwestern Lumberman.]

Log buyers who have handled white pine exclusively can have but a faint conception of the trouble buyers who handle all kinds of timber in the hardwood sections have in regard to log inspection. Owners of timber who have little or no experience in the saw mill or lumber business have the most exaggerated and erroneous ideas as to the relative value of the different grades of logs. Two white pine logs of the same size and length aproximate each other very closely in value, but there is a wide difference in hardwoods. There are but a few defects in pine, and, as a rule, they are apparent at a glance, but every kind of hard wood is subject to numerous defects, some of them peculiar to each kind of timber, and many of them can only be detected by an eye trained by long experience. A Tennessee red cedar log may show perfectly sound at both ends and free from hollow knots, and yet, if an expert can find anywhere along its length a "cat face," or a little hard fungoid protuberance, which is peculiar to this class of timber, as large as the end of his little finger, he knows the log is hollow and fit only for square stuff the full size the log will make. A poplar log may look to be all right to an inexperienced individual, and still be "pecky" or full of black streaks. Oak and ash logs may have defects that appear slight, but which reduce them one or two grades, and make a very serious difference in the total value of a large lot; more especially is this true in walnut, cherry and other high-priced timber. An inexperienced seller is apt to think all his logs are good, and naturally expects the highest quoted prices for that class of timber, and is amazed at the result when the logs are measured up. If he goes to other buyers in the market, and they figure his logs out about the same value, he is ready to conclude there is a combination to beat him.

The following instance is reported from Nashville, Tenn., very recently, and is a fair illustration: A gentleman living in north Alabama wrote for prices on a car load of walnut logs represented to be No. 1 in all respects, and all black. He received a bid for all grades, from cull to No. 1, which was accepted, and the logs shipped, with a statement that they contained 5,280 feet, board measure. The logs proved to be what is culled "hickory" walnut—little tight bark fellows almost as hard as ebony, 6 to 10 feet in length, 10 to 26 inches in diameter, knotty, some more than half sap and some with double hearts—altogether about as hard a lot as can be imagined. The mill man declined to receive them, and the shipper visited the city to sell them to some one else, but failed, and finally sold them to the original consignee. The logs measured 1,450 feet, and came to $32. The freight bill was $36, and the shipper's fare and hotel bill about half as much more. The shipper is largely interested in iron and coal production, and without experience in the timber or lumber trade.

Economy in A Saw Mill.

J. H. MINER.

How much time is lost from belts would surprise mill men who would take pains to investigate it. The loss in this way is as great to the mill owner as his belting bill at the end of the year. What is first essential to economy is the best belting; second, a competent foreman. One mill man is entirely satisfied with his foreman, who in reality is incompetent. Others are not satisfied with a better man.

A prominent lumberman on the Mississippi river has had over a dozen foremen in the last ten years, and so far has not procured the right man. In this case I think the mill man was too rigorous. Good belting well cared for need not to be duplicated in years of use. True, there are machines overtaxed, and many not so proportioned in size and width of pulleys to justify the proper care of belting. All this a competent foreman in purchasing or in changing of machinery will overcome. Short, high-taxed belts should be obviated, as they require much attention. Improper fastenings have much to do with the life of the belt and of the mill man's pocket. Every foreman thinks there is no better plan than his. The result in many cases is that the belt is put on too slack or entirely too tight. In both cases the mill or machine has to shut down. If not a broken belt it is a hot bearing. If the former, than a part of the end of the belt or holes are pulled out. The life of that belt is short. A new belt should be put on with clamps overnight which will help to stretch it. Such a belt will go until the next night or noon hour, when it can be taken up. Belts are often run too loose, and when the machine is at work runs over to one edge, thus chafing the edge. This is particularly the case in gang edgers. The pulley is so closely housed that a little variation will soon ruin the edge of a rubber belt. Leather belting does not suffer so much from chafing, but has its edges elongated allowing it to run farther over. Dust in saw mills is a great enemy to the belt. It removes the adhesive surface that any belt should have, which soon chafes the rubber from the surface, which virtually destroys a rubber belt. The leather belt in this respect suffers less. Ample provision should be made to keep belts clean by good, close sawdust conveyors. The main saw belt should be housed. The sawyer does not want to see its operation if it is cared for properly. The adjusting is the life of the belt. Endless belts should be used where it is practicable. A long belt may have a good, well-balanced tightener. Machines in some cases can be moved as belt slackens. It is not always convenient to put on an endless belt and if care and good judgment is not used, it will have to be cut in a short while because of stretching. I advocate the very best "Extra" rubber belting for saw mill work, with Covel's belt fasteners. If used as directed an endless belt is had all the time. They are condemned by many from reckless application, and from using cheap, worthless belting, soft and flimsy separating between the plys. The best belting is firm, with a light coated metallic surface, which it will retain, provided "grips" in the shape of belt grease is not used. A little castor oil may be used very sparingly. No belt should be allowed to slip when sufficiently tight. If it does it will soon be ruined. In lacing there are two reliable methods, viz.: The "hinge" and "zigzag." Two rows of small holes are punched half an inch from the end of the belt and half an inch apart, the second row having one hole less. The former lacing is begun in the center, the lacing passing between the ends of the belt and coming through at opposite sides, thus forming a complete hinge, which is not only a relief in passing over small pulleys but in addition to the strength of the holes the ends of the belt are clamped, thus preventing any raveling or the pulling out of the holes, as is frequent with the straight and crossed lace. Another advantage of this lace is that one or more strands may wear in two and the lace will not give immediately away as there is no long ends to be whipping the lacing loose. The foreman examining this lace can depend on it with certainty. The zigzag lace does not cross on either side of the belt, both sides being precisely alike when rightly laced. It is begun in the center, lacing from the outside row to the inside row on the other side of the belt, not taking opposite holes, but to the one side or the other. This being completed, the other row of holes is laced from the other side of the belt, forming an X from opposite sides. This lace, as well as the hinge lace, should be neatly hammered down, and when a good, thin whang is used a smooth running belt is had. Thick lacing drawn twice through large holes can not be relied on. The thump in passing over the pulley will soon wear or pull the holes out. Rivets can only be used on very slow belts. They require a lap which throws the belt out of balance, and can not be run but a short time at high speed. Good belting, well cared for, need not detain a mill a minute at any time, adding greatly to the output of the mill, and saving the owner hundreds of dollars annually.

HOME AND FOREIGN TRADE REVIEW.

Office of CANADA LUMBERMAN,
Nov. 29th, 1890.

Local trade, from what can be learned from interviews with the principal handlers of lumber, remains in the same dormant condition as has characterised this market for some months past. There is no disguising the fact that the year 1890 has been by far the most unsatisfactory period experienced by the Toronto dealers. The local demand has been virtually dead, and what with the temporary loss of the South American trade, and the uncertainty which so long prevailed regarding the results of the McKinley tariff bill, the movement of lumber from this section has been slower than for years past.

Now that the winter season has set in, lumbermen have made up their minds that no trade of any importance can be done until the opening of navigation next spring, so they have practically gone into winter quarters.

The McKinley Bill has not yet been sufficiently tested for Canadian dealers to determine the ultimate result, but it is generally conceded that it will result in a much more extensive movement of lumber to the United States in the near future. As to who will benefit by the recent reduction in the import duty on Canadian stocks, yet remains to be seen, but those who ought to know give it as their opinion that the Americans will realize the major portion of the amount heretofore deposited in the U. S. treasury.

The recent failure of Messrs. Willmott & McIntosh is still the subject of considerable talk among the dealers here, and especially the creditors of the bankrupt firm. The newly appointed assignee has received a new offer from the insolvents of 15 cents on the dollar in cash and 10 per cent in notes, covering a period of two years. Notwithstanding the fact that it was generally conceded by experts that the final winding up of this estate will not realize more than 5 per cent. to the creditors, the latter do not seem to favor the proposition as above referred to. It is probable, therefore, that the estate will immediately be wound up, and that the insolvents will be refused their discharge. The business of Willmott & McIntosh has, from evidence shown on close inspection of the books, been a financial failure for some years past, and in justice to all concerned, an assignment should have been made at least four years ago.

There is nothing new to report regarding the old-time grievance of scarcity of cars, the lumbermen at the present time having settled down to await the decision of the freight agents of the G. T. R. to whom the matter has been referred for adjustment.

The shipping of lumber by water from Ottawa has closed for the season, the last tow having left the Chaudiere docks two weeks ago. This will have a tendency to increase the heavy demand for cars which has existed for the past two months. The winter rates, which are 15 per cent. over the summer, have gone into effect. The increased rates to American points made by the railway companies, will be disadvantageous to the lumber trade, as they will in a measure be an offset to the reduction of $ per thousand duty. Coarse lumber does not appear to have fonnd an outlet in the United States under the $2 per thousand duty to the extent anticipated. It was hoped that with the reduction to one dollar, there might be a large movement for that grade to the American markets; but with the increased tariff in railway rates this is not likely to be realized.

At Montreal a fair business is reported locally, a considerable quantity having been jobbed out at the yards, but no very large transactions have taken place, otherwise there has not been much doing.

The business of the season is over at Quebec, and nothing but a local trade may be looked for until next spring. Following is a comparative statement of timber, masts, bowsprits, spars, staves, etc., measured and culled at Quebec to date:

	1888.	1889.	1890.
Waney White Pine...	2,029,043	3,770,782	5,082,772
White Pine.....	1,791,113	4,224,295	3,694,742
Red Pine.....	582,305	739,435	324,702
Oak.....	1,139,252	1,359,660	1,227,982
Elm.....	171,388	750,526	611,592
Ash.....	150,361	250,558	146,450
Basswood	770	2,635	456
Butternut.....	419	1,573	2,112
Tamarac.....	3,245	16,233	8,246
Birch & Maple.....	171,949	365,980	246,594
Masts & Bowsprits...	.....	.....	.....
Spars.....	5 pieces	33 pieces	.....
Std. Staves.....	78.9.2. 6	78.9.2. 6	10.6.1.22
W. I. Staves.....	386.3.1. 9	124.8.0.98	7.7.0.19
Brl. Staves.....	16.0.1.22	1.5.2.14	.....

FOREIGN.

The timber trade at London is still on the quiet order, which at this period of the year is not unexpected. The rise is the Bank of England rate to six per cent will no doubt be detrimental to the timber trade, as it will insure an immense strain on the money morket throughout the country, from which the timber trade cannot expect to escape.

The hardwood market has been very uneventful, and generally speaking has undergone no change. American black walnut lumber is in fair demand. Quartered oak is going better, but oak squares are very slow to move.

Messrs. Farnworth & Jardine, in their wood circular of a recent date report: The arrivals from British North America during the past month have been forty-four vessels, 35,181 tons, against forty-five vessels, 38,-273 tons during the corresponding month last year, and the aggregate tonnage to this date from all places during the years 1888, 1889 and 1890 has been 347,565,-464,515, and 393,997 tons respectively. The import during the month has been moderate and the deliveries fair; values, however, show no improvement, and stocks generally are too large.

CANADIAN WOODS.—Waney has again been imported too freely; the deliveries from the quay have also been on a large scale, but the stock is still too heavy, and recent sales show a further decline in value. Square pine has been imported very moderately; there is rather more enquiry for first-class deckwood, but the commoner qualities are quite neglected, and the stock fully ample. Red pine has not been imported; and it it is seldom enquired for. Elm has not been enquired for; prices are steady, and stock fully ample. Oak has been imported in excess of the demand; the deliveries have been disappointing, and prices have still a downward tendency; the stock is too heavy. Pine deals have come forward freely, and the deliveries, although less than last year, have been fair; there has been a little more enquiry, and prices are firmer; the stock, however, is quite sufficient. Quebec spruce have moved off slowly, and the stock is very excessive.

A decidedly more cheerful feeling is reported at Liverpool, due, perhaps, to the fact that there are some fair enquiries in the market, and that the import trade is over. The season is now so far advanced, says the correspondent of London *Timber*, that we are able to compare with last year, as the difference at the end of December will probably not vary greatly. The total, up to date, are as follows:—

	1890.	1889.
Timber.....lds.	144,781	144,386
Deals, &c..... „	339,516	415,750
	484,297	560,136

The decrease in 1890 is, therefore, 75,839 lds., which deficiency, it will be observed, is entirely in sawn wood.

The general tone of trade at Glasgow is good, the import being maintained on a moderate scale. There are more inquiries for lumber and deals. The hardwood trade continues very active, and the demand for the near future is likely to continue good. The cabinet making, as well as the shipbuilding industry, both of which are large consumers, are very busy at present, and the prospective demands from these sources is assuring.

The Board of Trade Returns for the month of October show that there have been exceptionally large decreases in the imports from all the whitewood ports. The importation of sawn goods from Sweden and Norway, during the month, amounted to 228,328 lds., as against 275,533 lds. imported during the corresponding period of last year, a decrease of 47,205 lds. From Russia the decrease of these goods is still greater, 139,745 lds. as against 254,244 lds., decrease 114,499 lds., whilst from Canadian ports the decrease is 3,663 lds.—133,966 lds., as compared with 137,628 lds.

The only increases that are shown either in the importation of sawn or hewn wood goods, are from hardwood ports. Of hewn timber the falling off compared with last year for the month of October is 71,711 loads valued at £146,975, and of sawn or split £172,835 loads, valued at £516,896. For ten months the decrease on hewn is 84,431 loads, valued at £365,740; and on sawn and split, 602,831 loads, represented in value by £1,733,277. The export of foreign timber shows a decrease also, but the total amount of the business done is comparatively insignificant.

EXCHANGE ECHOES.

Southern Lumbermen.

The attention of European buyers has gradually been drawn to the South for oak, owing to the increasing scarcity and high cost of Quebec oak, which, among American oaks, has hitherto taken the lead in the markets of Europe. During the last year there has been a fair amount shipped from Mobile that included long lengths, large dimensions and heavy cubic average. As there has been constant improvement in the manufacture, selection and inspection of timber shipped from this port, the prejudice of European buyers against the Southern oak is gradually dying out.

Mississippi Valley Lumbermen.

The car famine still continues to a certain extent throughout the South. Not only is it experienced by the lumber shippers but also in other general lines, creating a general clog of business. At many mills lumber has been held for weeks, awaiting cars, and the only satisfaction to be obtained is an occasional car now and then. Even when scattering cars are obtained they are often of unsuitable size, short cars being furnished for long stock, and shippers are thus compelled to pay freight for full estimated weights on partially loaded cars. Less complaint is made at St. Louis as to the lack of cars than elsewhere, most of the Southern lumber coming by the Iron Mountain road, which seems to be able to furnish a fair supply of cars on the main line, but mills on the branch lines are experiencing considerable difficulty. In answer to correspondents railroad officials are saying that the cars cannot possibly be obtained, as the car manufacturers are clogged with orders for new rolling stock. However this may be, it would seem that the annual fall shortage has been a well established fact for so many years that it should be anticipated and supplied.

Chicago Lumber Trade Journal.

When the Canadian government removed the export duty on logs it was believed to be a big thing for eastern Michigan mills; but the sober, second thought among some manufacturers has induced considerable doubt about the correctness of that opinion, and some of the most practical lumbermen now incline to the opinion that the Canadians have got the big end of the bargain by the lumber schedule in the McKinley bill. They say that the Canadian timber, tributary to Eastern Michigan mills, is nearer to the Eastern markets than the Michigan mills, and as it costs 75 cents more to tow the logs than it does to pay the duty on the lumber, it will pay better to cut the logs in Canada and pay the duty than it will to tow the logs to Michigan; and that some of the mills will be moved across the border, where labor is cheaper. and where there are other advantages in favor of the producer. Whatever may be the result, there seems to be considerable reason in their logic. It would be bad for the Saginaw River if their theory should prove correct.

Trade Notes.

Messrs. Robin & Sadler, manufacturers of leather belting, Montreal and Toronto, have just put in for the Royal Electric Light Co., of Montreal, at their East End Station, a three ply leather belt, 112 feet long and 32 inches wide.

The Waterous Engine Works Co., of Brantford, Ont., are furnishing the machinery for the new saw mill erected by the North Pacific Lumber Co., at Port Moody, on Burrard Inlet, B. C. The boilers and engines, comprising six carloads, have already been shipped, and they are now ready to ship the burner, that will make about four carloads. They have also near completion a pair of oscillating engines, 14x20, for driving the carriage, a six block carriage suitable for handling logs 6 to 7 feet in diameter, 80 feet long; also a very large and heavy husk frame with top saw rig, and a six-saw Champion edger. This machinery will be shipped the latter part of this year.

BRITISH COLUMBIA LETTER.

NEW WESTMINSTER, Nov. 25th, 1890.

Dixon & Purdy will likely add shingle mill machinery to their new saw mill near the Mission Station.

A Vancouver lumber firm have just opened a lumber yard at the junction of the Mission-Seattle branch with the C. P. R., and expect to furnish most of the building material which will likely be employed in constructing the new town which is springing up at this point.

Mr. George Munro, of the William Hamilton Manufacturing Co., Peterboro', paid this city a visit during the past week.

Several readers of the LUMBERMAN have been very much amused at the article "Running Circular Saws," by J. W. W., in the October issue, and do not place much reliance on the opinions there expressed.

Capt. George Cooper proposes to make Westminster a salt water port in winter and prevent the formation of ice in the Fraser anywhere near the city. As is well known, a bridge is going to be built from the head of Lulu Island across the north arm to the Westminster side. Capt. Cooper proposes to lay a sill across the river and parallel with the bridge, at low water height, and give it solidity by filling it in with gravel at the base. From a beam slightly above high water mark will depend, on hinges, in the form of valves, a continuous line of stout doors—flood gates, in fact—which will swing open up river, but will close when the tide sets down stream. The salt water from the gulf, flowing in up the North Arm, will be allowed easy ingress to the harbor through the valve gates; the harbor must then fill with the warm, briny water, and when the tide begins to ebb it will be prevented from going back by way of the North Arm and will be detained in the harbor, slowly escaping, if at all, by way of the South Arm. In two or three tides the harbor will become thoroughly salt, and the possibility of ice forming when the water is well impregnated is *nil*. It is true that some of the water may percolate through the barriers at the North Arm, but in too insignificant a quantity to affect the general result. The harbor through this means, says Capt. Cooper, will be kept perfectly free of ice all winter, also the South Arm and the river as far up as the McLaren-Ross mills. The doors, by means of which this grand result is to be achieved, can be taken down in summer and piled out of the way for use during the ensuing winter. The fact of the Japan current flowing continually along the coast and the tidal fluctuations of the river bringing it right up to the city every day during the winter, are the scientific facts upon which Capt. Cooper bases his ingenious scheme. The device, being simple and inexpensive, is worthy of a good trial, but very few have any confidence in carrying it out.

At the last session of the Provincial Legislature the following amendment was passed to the "Land Act:" "Notwithstanding anything in any Act contained, no person shall be entitled to record or pre-empt any land included in any timber lease, if the land which it is proposed to record has on each eighty acres thereof milling timber to the extent of ten thousand feet per acre."

Timber leases are granted for a term of thirty years, subject to the provision, however, prior to the above amendment, that any person might at any time acquire a pre-emption claim to or upon any part of such leased land, by complying with the requirements of the Act; which requirements among other things, prohibited the pre-emptor from cutting any timber for sale, or for any other purpose than for his own use and for the clearing of the same. Both this prohibition and the amendment seem to have been designed for the especial protection and encouragement of the lumber industry, at the expense of the agriculturist. The lumber industry must be protected, but certainly not at the expense of the agriculturist to such an extent as this Act calls for. For example, only three trees the size of a flour barrel which is very moderate) per acre would come under this Act, and prevent any quantity of land being taken up for farming, and on which, in many cases, the scattered timber would never be cut for the saw mills.

James McLaren has returned to Ottawa after fully inspecting his company's property.

There is nothing of note since my last *re* other mills. They have all the orders on hand they can execute, and are running full time.

H. G. R.

THE FORESTS OF CANADA.

The general interest attaching to forestry in Canada is opportune and hopeful. As the denudation of the forests goes on the necessity for vigorous measures looking to restoration and replacement becomes pressing. The Government has this matter in hand, and under the immediate direction of Mr. John Craig, the experienced and intelligent horticulturist of the experimental farm system, an important work is being carried on. In conversation with *The Empire* recently, Mr. Craig spoke about the work in hand as follows:

The climatic conditions in the interior of and above a forest area are different from those of a large open space in the same locality. This difference is due to the protection of the soil from direct sunshine, and to the increase of the area which radiates heat, to the evaporation of the water from the leaves, and the mechanical obstacles presented to the circulation of the atmosphere—the winds. In consequence, we find in forests a reduced range of temperature—warmer in winter and cooler in summer. It also increases the humidity of the air, especially during the dry months, and gives a more uniform degree of moisture in the atmosphere. Where soil is exposed to the direct effect of the sun's rays and unobstructed sweep of the winds, it loses from six to ten times more water by evaporation than when covered by forest growth. One of the most beneficial effects of forests is that of breaking the force and violence of the winds, which are the great evaporators. The greater the velocity, the greater the evaporating power the wind exerts, and the mere mechanical action of the forest in breaking the velocity of the wind exerts a powerful influence in preserving humidity. When we think of the chinook of the Rocky mountains and the almost unceasing winds of the Northwest with the constant evaporation attending, the question of re-foresting the plains becomes one of vital importance. Again, the effect on springs and the general water supply is important, as the character of the forest floor and obstructions to evaporation from the soil are such that the larger portions of the snow water and rainfall filter into greater or lesser depths, and assist in gradually feeding springs and rivulets. In mountainous districts the forest is of the utmost importance in protecting the soil from being washed away by spring and summer torrents, which often do so much damage to low, as well as high lands.

Forestry differs from other kinds of industrial enterprise from its requiring an accumulation of capital, exposed for a long time to great risks, and from slow returns of the interest on the capital invested in the forest. Therefore, forestry offers but little encouragement to private owners of land. The permanent administration and continuity of action of a government is needed to bring this form of enterprise to a successful issue. It is with this principle in mind that the Dominion Government, under direction of the Minister of Agriculture, has undertaken certain lines of experimental work with a view: First, to induce and encourage a desire on the part of the settler in the colder and more exposed portions of Canada, for tree planting and shelter belts; second, to ascertain by carefully conducted tests in different sections which varieties are most desirable, and third, to plant those varieties of trees best adapted in such as will tend to bring about the more favorable forest conditions as above noted. Of course, this last proposition is one that can only be taken up after the satisfactory solution of the second.

Belts of forest trees, 150 feet wide, have been planted on the north and west sides of the Central Experimental farm, comprising about 10,000 trees. The one on the west side is made up of forty or fifty different species of deciduous and coniferous trees. They have been planted in irregular groups, overlapping each other in different forms, which detracts from the stiff effect that square blocks present. The other on the north side has the same varieties, with the addition of certain hardy shrubs indiscriminately mingled at regular distances—somewhat approaching natural forest conditions. This, when compared with the other, will in time give accurate data in regard to the relative benefits of what might be called mixed and individual planting. Also in relation to hardiness, rapidity of growth, freedom from insect pests, timber value, which may be expected to add much to our present knowledge of timber culture. Thus far, none of the catalpas, honey locust, Russian mulberry and American sycamore have proved entirely satisfactory, suffering from the cold each winter. Black walnut, when grown from northern seed, promises to do well. Trees grown from seed, three years ago and undisturbed, are now six to seven feet high. Box elder, Russian mulberry, black cherry, yellow locust and soft maple *(acer dasy carpum)* are the most rapid growing varieties in the belt; although for economic purposes white ash is one of the most valuable trees to plant.

One of the first things undertaken in connection with this department of horticulture was to obtain a large collection of the seeds of the hardiest Rocky mountain and East European conifers, including the beautiful blue spruces and magnificent firs of the former region, and the hardy forms of Riga and stone pines of the latter. As a product from these collections, about 175,000 seedlings were transplanted from the seed beds last spring and will be reserved, when of proper size, for distribution to points where their usefulness has not been tested. The branch farms, of course, will receive liberal consignments of these, as well as other experimenters who can be depended upon to give careful returns.

For the past two years distribution of trees has been made to the C. P. R. gardens, 25 in number, and situated at different points along the line. The Indian and mounted police stations have also been the recipients of liberal collections during the same period. All these stations, covering a variety of soil and climatic conditions, will very speedily bring such light to bear upon the forestry question in the Northwest as will enable the settler to select with greater certainty the trees likely to be adapted to his locality.

The above work was supplemented last spring by a distribution of 100,000 small forest tree seedlings, of the hardiest varieties obtained from northern sources. These were sent to voluntary applicants in bundles, each containing 100, and were carried through the mails free of charge. Very satisfactory reports have been received as to their condition on arrival and the growth made after planting. The reports to be sent in after wintering will, however, be much more valuable. Arrangements have been completed to continue this line of experiments on a larger scale, and double the number will be sent out the coming spring.

From present experience, the varieties most promising for Manitoba and the Northwest are as follows: Box elder, variously known as Manitoba maple, ash-leaved maple and negundo maple when grown from northern seed. These lead in hardiness and general adaptability. American elm and white ash also do well when grown from Manitoba seed, and show in a marked degree greater hardiness than those raised from eastern seed. Yellow canoe and white birch, as well as the cut-leaved varieties, are promising. American and European mountain ash are showing adaptability to soil and climate in a surprising degree. Of the maples *(acer dasy carpum)* the soft maple and Norway maple are partially successful at Indian Head. The Russian poplars, remarkable for their hardiness and rapidity of growth, are destined to be of great value to the settlers in the western prairie region, where they form shelter belts for tenderer varieties in incredibly short periods. Experiments on the branch farms at Brandon and Indian Head thus far have demonstrated that in the line of shrubs, *eleagnus argentea* and *eleagnus augustifolia*—this last commonly called Russian wild olive—Siberian pea tree *(caragan aarborescens)* and several varieties of the lilac, the Japanese rose *(rosa rugosa)* will also be useful.

—Heathorn & McIntosh have secured the Victoria agency for one of the largest lumber mills in British Columbia, and will carry a large quantity of building lumber.

THE NEWS.

ONTARIO.

—Mr. Smith, of Frank's Bay, is building a large saw mill.

—Gilmour's big mill at Trenton closed down Nov. 12th.

—Wells & Burnie, lumber dealers, Dresden, have assigned,

—Gillies Bros'. saw mill at Braeside has been closed for the season.

—Incorporation is sought next session for the Pembroke Lumber Co.

—J. R. Booth's mill, at the Chaudiere, closed down for the season Nov. 10th.

—Wm. Laking's mill, at Fesserton, is closed for the season having cut 3,000,000 feet.

—Large shipments of lumber, timber, bark, etc., are being made from Burk's Falls.

—Graham & Horne intend moving their saw mill from Vermillion Bay to Rat Portage.

—The C., P. & M. Railway is daily taking 140,000 feet of lumber from Harwood to Cobourg.

—The large mill at Longford has closed for the season. The small one is going yet but will soon stop.

—Mr. Howitt, of Sturgeon Bay, intends taking out a large quantity of cordwood during the winter.

—Mr. Wm. Higginson, of Inkerman, has just finished the largest cut of logs he ever had in one season.

—Messrs. W. W. Carter and M. Dean are building a saw mill at Crookston for cutting logs, ties and custom lumber.

—The large mill at Longford closed for the season on Nov. 14th. Many of the Longford men have gone to the woods.

—Mr. J. O. Revell, who has mills at Coboconk, echoes the general complaint of scarcity of cars for shipping lumber.

—The saw mill being built at Edgar's Mills, by George F. Mitchell, for McRae & Granger, is nearing completion and will be running soon.

—A shantyman down from Gordon Creek, on the Kippewa, reports the weather as being intensly cold up there, but no snow has fallen as yet.

—Mr. Archie Stewart, of Ottawa, recently sold a 10,000 acre timber limit in British Columbia to Messrs. Ross, McLaren & Co. for $20,000.

—McLachlin Bros' mills, at Arnprior, have closed down for the season, and they are now making arrangements to send up men for the winter's work.

—Mr. Sherk, of Hamilton, who recently purchased the saw mill at Capetown, has got in quite a large number of logs and has the mill in full running order.

—The Dickson Company, of Peterboro', will put in a large number of men on the Scott limits, and it is said they will take out twenty million feet this winter.

—Mr. Ferdinand Ahrens has secured the factory in Orillia recently occupied by the Acme Manufacturing Company, and will engage in the manufacture of veneering.

—There is quite a demand for men in the Nipissing district to work in the shanties. Good choppers are getting from $20 to $22 per month, general hands $18 per month.

—Wages for the woods are ruling low, $16 a month being the highest. Wages in the Ottawa and North Shore districts are from $6 to $8 a month lower than last year.

—Mr. R. M. Cox, a well-known English lumberman, has purchased Messrs. Perley & Pattee's next year's cut of deals. The cut is said to amount to about 20,000,000 feet.

—Jacob A. Shaver, Ancaster, has had a good season's run. The mill has been kept running since the first of January and he expects to keep it running until the end of the year.

—The lumbering operations in the rear of Peterboro' and Haliburton for the winter promise to be light, with the exception of those by the Hazlett Co'y on the old Scott limit.

—Mr. J. Rolston, who recently purchased the whole interest of the Rolston Bros'. stock and plant, at Metcalf, is now refitting the saw mill and will have it in running order by January 1st.

—Lumber shipments have been particularly brisk on the Canada Atlantic Railway. About 400 cars have been despatched each week from Ottawa for American points, chiefly to New York.

—Orillia *Packet:* On Thursday evening the employees of the Longford Lumber Company, to the number of one hundred and twenty, were entertained at a banquet given by their president, Mr. Wm. Thomson, in the honor of the birth of an heir. Mr. Maxwell Hall, Secretary of the company, presided, and the vice-chairs were occupied by the two foremen and Mr. John Adams.

—The Rathbun Co. shipped from their sash and door factory, Deseronto, last week, two carloads of material to London, England, and one carload each to Leeds, Bristol and Liverpool.

—Mr. James Dollar has started a camp in Brunel, in order to get out stock for his shingle mill. Mr. Dollar manufactured over 8,000,000 shingles this season, all of which he has shipped.

—Mr. W. H. Sparling has leased the west end planing mill at Pembroke. In addition to all kinds of work done in a mill of that kind, he will give special attention to the manufacture of shingles.

—The Wm. Hamilton Manufacturing Company, Peterboro', will estabilish a branch of their works at Nanaimo, B. C., where they will go largely into the manufacturing of mining machinery.

—Lumbering around Emsdale has been done on a small scale this season. Mr. R. Y. Fish, the owner of the Emsdale mill is having about one-half million each of pine, hemlock and birch taken out the coming winter.

—The Ottawa Syndicate that purchased about two months ago the E. B. Eddy limits on the Clyde and Madawaska have a force of about 80 men at work on the former. The Madawaska limit it is expected will not be worked this year.

—Some 200 employees of the lumber mills met November 26th in Labor Hall, Ottawa, to discuss the question of wages and long hours, and to consider the advisability of organizing. Nothing definite was done, but another meeting will be held.

—The cold weather having set in, all lumber mills in Norman and neighboring towns of Rat Portage and Keewatin have been closed for the season. On the whole the millowners have had a successful season and a large quantity of lumber has been cut. Several parties have left for the camps in the woods.

—Messrs. Young & Leslie Bros. have about completed their mill at Owen Sound and will soon have it in running order. McGregor, Gourley & Co., of Galt, furnished all the factory machinery, and the saw mill machinery was furnished by Kennedy & Sons, Owen Sound. The saws were from the R. H. Smith Co., St. Catharines.

—During the week ending November 15th the Rathbun Co., at their yards in Deseronto, handled 2,776,000 feet of lumber, 203,000 lath, 520,500 shingles, 68,000 moulding strips, 2,700 posts, and a large quantity of bush wood, etc., all of which were loaded for shipment. This may be considered a very good showing for an off week.

—About two months ago a crowd of 78 men left Ottawa for British Columbia to work in McKenzie's shanties in the Blueberry district. They were hired for $1.50 a day each, but were recently discharged through operations being suspended. Thirty-seven of the gang, who had just money enough to bring them back, arrived in Ottawa the other day. The others, it is said, have no means whatever.

—Alex. Kidd and James Reilly, of Sarnia, have formed a partnership and gone into the lumber business. They have purchased a large tract of timbered land in the township of St. Edmunds, in the Indian peninsula, near Tobermoray, and will go into extensive operations in getting out telegraph poles, railway ties, paving blocks and similar material, which they will ship in their own vessels to Detroit and other markets. They will put a large force of men to work in the woods as soon as the snow falls.

—The Renfrew *Journal* says: On Sunday a shantyman arrived in town on his way to Ottawa. He had been employed above Combermere and was discharged. He was refused his pay at the depot, and having no money, had to walk to Dacre from where he got a ride to Renfrew and with sore and blistered feet started to walk to Ottawa. On Monday night another man reached here on his way to Ottawa. He was employed at the Spanish river and was discharged. He walked to Sudbury, 75 miles, and had enough money to pay his way to Mattawa. From there he had to finish his journey on foot if fortune did not favor him.

—The Deseronto *Tribune* says: The Cedar Mill has discontinued cutting at night, having caught up in cedar. A few more cribs of cedar are expected from Trenton. Vast quantities of lumber continue to come in over the K. N. & W. Railway. The Resolute carried a large quantity of ties to Oswego during the past week. The floating raft at the pond went adrift in the bay, and Ed. Lewis, S. Woodcock and Ed. Breault went out after it in a skiff. These hardy mariners had an exciting experience in the stormy waters of the bay before they regained land. R. Woodcock climbed to the top of the smokestack to fix the guy wires, a task requiring a cool head. Mr. R. E. Northmore, foreman of the carting department, has been on the sick list. There has not been a breakdown of a character so serious as to stop this mill running over half an hour this season. This speaks well for the skilful management of Supt. Roach and his staff.

QUEBEC.

—The Calumet slides at Bryson are being rebuilt.

—D. Bedard, a lumber dealer at Lachute Mills, has assigned, owing $8,000.

—The mills in Hull are all closed down for the season. Work has been more plentiful than expected, and the sudden though late boom in sawn lumber had a good effect.

—W. Somerville, Shawville, has signed a contract for the taking out and sawing of one million feet of hardwood timber for the Rathbun Company.

—The Buckingham Planing Mill Company, of Buckingham, will put in a new steel boiler. Messrs. Bannerman & Powell, of Ottawa, are to build it.

—The province of Quebec will exhibit a handsome wood trophy of castellated design at the Jamaica exhibition. It is 62 feet long and 32 feet high, and will contain specimens of all the woods grown in this province.

—A meeting of the forest rangers of the province of Quebec was held Nov. 19th in Hull, when Mr. J. B. Charleson, chief forest ranger, despatched seven rangers into the Gatineau, Rouge river and other districts. They are Messrs. Schnobb, Jonesse and Donovan, Gatineau; Poupore and Smith, Pontiac; Philion, Greenville; Andrew Grant, Shawville.

—Pontiac *Advance:*—At Rock Lake, on the upper waters of the Madawaska, the Messrs. McLachlin Bros. have a gang camped making saw logs, the men have several times seen two very large moose, a male and female, the buck being an enormous fellow, he evidently considers that he has proprietory rights in that section and objects to any intrusion on his domain, as he has several times chased men when singly by themselves in the bush. On Sunday one of the men started out partridge hunting but after a short absence returned full speed, nearly exhausted and shouting for help, to the camp, the moose in full chase. When the moose came in sight of th camp he turned and trotted off.

NEW BRUNSWICK.

—Mr. Gibson's mill, at Blackwell, has closed down for the season. A fine lot of deal has been manufactured and put out in good condition.

—F. Moore & Sons, whose shingle mill at Woodstock was burned, are rebuilding.

—The International railway is calling for tenders for 300,000 railway ties and 100,000 cedar fence posts.

—Vaughan's mill at Point Wolfe, Albert county, has finished a successful season's cutting of 6,000,000 feet, an average of 1,000,000 feet a month.

—Charles Case, of Kingsclear, is rebuilding his steam saw mill, recently destroyed by fire.

—The Douglas Boom Company has sent down stream about 150,000,000 feet of lumber this season. Navigation on the St. John river is now practically closed.

—The St. John mills at the head of the bay have finished cutting for the season. Probably 3,000,000 feet of deals will be carried over by those mills in the hope of better prices in the spring.

—Shingle machines have been put into Gibson's lath mills at Marysville, and the cut of cedar shingles there this coming winter will be large. The quantities of cedar lying above the dam will be floated to the mill at once.

—Judging from proposed operations in New Brunswick, the aggregate cut will be considerable less this winter than last. The American firms that operate on the Aroostook will probably cut more freely than settlers on English account. Robert Conners will operate extensively on the St. John. He has gone in with men and teams. Men are also at work on the Miramichi. Wages range from $15 to $20 a month.

—Harlow & Kempton, Milton, Queen's county, have built a new gang and rotary water mill. The work was done by Duncan Buchanan, of Apohoqui, N. B. Several months ago Mr. Buchanan put in a turbine wheel of his own invention at Nichol's mill on the La Have river. It will cut 15,000 feet of boards in 10 hours with a 10 foot head. Mr. Buchanan put in one of these also for Harlow & Kempton, and has orders for two more. Their work surpasses his expectations. Harlow & Kempton's is one of the neatest mills in Nova Scotia. That firm proposes to cut extensively this winter. It will cut for the South American and West India market chiefly.

—The export of deals this season from the ports of Bay Verte, Northport and Tidnish, near the isthmus which connects New Brunswick and Nova Scotia, have been larger this season than in any previous year. The total shipment of deals from the ports named have been about 15,000,000 feet. Large quantities of these deals are carried by rail to the shipping point, which, it is claimed, can be loaded in the Bay of Fundy after the completion of the ship railway, and forwarded more cheaply over that line.

—The tug boats engaged in hauling rafts to the St. John have been remarkably fortunate this year. One tug boat firm, which last year lost 14 or 15 rafts and sunk about $12,000, has this year wiped out that debt and cleared from $15,000 to $18,000 besides, having lost this year only one raft. Other owners report like success, and the year has been for them the most successful, probably, in the history of the river. The river was high a good portion of the season, which made navigation much more easy and rapid.

NOVA SCOTIA.

Extensive improvements and repairs are being made on Mr Gibson's saw mill at Marysville.

—C. W. Johnson, a storekeeper of Greenfield, who also did a lumbering business, has assigned. His failure is attributed to losses on log contracts.

—The prosperous condition of the lumber business in Nova Scotia last year led to the establishment of a lot of "jack knife" mills in the vicinity of the Cobequid hills. Farmers who had never been known to do anything extraordinary suddenly blossomed out as mill owners. There was a boom for a while. Then the crash came, and there have been of late several assignments in that region.

—The Amherst *Sentinel* says: Mr. Angus McPherson, of Conn's Mills, has built 1¼ miles of railway into his lumber woods this summer and is now running a train on it. He has already taken out about 100 cords of hemlock bark, and is now ready to begin to carry out logs. The rails he uses are round spruce poles, probably six inches in diameter at the large end, tapering down to half that size, and neatly joined at the ends. The sleepers are small round poles to which the rails are spiked. The rolling stock consists of a small upright engine, 8 h. p., and two flat cars, manufactured by A. McPherson & Co., Oxford. The tires of the wheels on both engine and cars are made with a flange on both sides to prevent them from leaving or spreading the rails, and the wheels have play enough on the axles to accommodate themselves to any inequality in the width of the rails caused by the difference in size of the poles used. Mr. McPherson has gone to no unnecessary expense in grading his track. He has followed around the hills, and says he has a comparatively level track. The engine is placed between the two cars he uses, so he has no trouble in making up his train. He expects this engine to do the work of eight horses, and he can carry on his work all winter even if there should be no more snow than there was during the last two or three seasons. It was the scarcity of snow in late winters that prompted Mr. McPherson to adopt this means of getting his logs out to the river. It cost about $300 to lay the track, and the engine cost $400. What has already been done shows that the plan is feasible.

—A correspondent writing from Chatham says: The sawing and shipping season is now closed, all the mills on the river being down, and no vessels in port or to arrive, although the indications are that we will have open water for some days yet. There is every prospect of a dull season in the woods, and with that in view a great many men have left for Maine and New Hampshire, although wages are not ruling as high as last year.

—The St. John, N. B., *Sun* says that the lumber cut of Stetson, Cutler & Co. this season will be in the vicinity of 30,000,000 feet of spruce and pine lumber and 30,000,000 shingles. In their two mills and ten lime kilns this firm employs about 450 hands.

BRITSH COLUMBIA.

—The Canadian Pacific Timber and Lumber Company is being organized at New Westminster, with a capital stock of $500,000 to engage in the saw mill business. Andrew McLaughlin and Alexander Fraser, of New Westminster, John J. Moore, John K. McHugh, and John Ward, of Vancouver, are the principals in the enterprise.

—The H. R. Morse Lumber Mills, of Vancouver, has contracted for the lumber to be used in laying the sidewalks and planking the streets at the new town of Mission, the terminus of the Seattle, Lake Shore and Eastern Railway, where they are erecting extensive wharves, warehouses, and lumber yards to facilitate the trade at that point.

Until recently the Brunette Saw Mill Co., at New Westminster, have been running double time. They have been shipping large quantities of lumber to Eastern points, and a large number of foreign orders are on hand to be filled.

—The new saw mill to be built by N. Slaught & Co., at Stereston, near the mouth of the Fraser river, will have a capacity of 200,000 feet per day.

—The monthly circular of Robert Ward & Co., dated Victoria, B. C., 1st November, gives the arrivals and departures of sailing vessels at and from that port, and others on Puget Sound for October last. Quotations for coal: Departure Bay or Nanaimo to San Francisco, $2.75 per ton; lumber from Burrard Inlet or Puget Sound to Sydney, N. S. W., 52s. to 52s. 6d.; Melbourne, 65s. to 65s. 6d.; Shanghai, same; United Kingdom, 75s.; West Coast South America, 52s. 6d. to 55s.; East Coast ditto, $15.50.

—Lumber charters effected during the month amounted in the aggregate to 10,694 tons, and tonnage is scarce. One steamer, the "Algoma," of 2,892 tons, is named for a cargo to Melbourne. Three American schooners charter for Honolulu: a ship and a barque for Melbourne, a barque and a schooner to Sydney, various ships and barques to Chefoo, Shanghai, Kahului and Iguique. There are arrivals of shipping at Burrard Inlet from Hong Kong and Yokahama, and clearances thence for Valparaiso (lumber and salmon), Callao, Melbourne and Adelaide with lumber. The twenty-eight departures of the month carried 46,444 tons of coal from Nanaimo and Departure Bay to San Francisco, Port Townsend, Honolulu, Sitka, Alaska, and San Pedro.

MANITOBA AND NORTHWEST.

—Mr. S. McIlraine is negotiating for the purchase of the lumber yard of Messrs. Dick, Banning & Co. at Portage la Prairie.

—There is going to be a good deal of activity in the camps in the mountains this winter, says the Calgary *Tribune*. Arrangements are being made not only for ties for the Calgary and Edmonton Railway, but also for other purposes.

—Mr. Neilson, of Selkirk, is opening a lumber yard at Carberry.

—Six million feet of lumber have been cut on Lake Winnipeg this season.

—J. D. McArthur & Co. have succeeded in getting 110,000 of their ties, which have been stuck up in the Little Saskatchewan all summer, to Brandon. About 150,000 have been frozen in.

AMERICAN.

—Shingles are scarce at Oswego, N. Y., and prices are advancing.

—Lumbering operations in the vicinity of Baraga, Mich., will be more extensive this season than in any other previous year.

—Wages in the woods in the northwesta re reported considerably higher this winter than last.

—Word comes from Maine that the cut on the Kennebec this winter will be at least 10,000,000 feet more than last year. Work has also vigorously begun on the east and west Penobscot.

—The lumber cut in Minnesota will exceed that of last year by several million feet. The estimates placed it at 325,000,000 feet and not more than 350,000,000 feet.

—The Ouelette-Curphey Lumber Company has just been organized in Vicksburg, with a capital of $50,000. Several members of the new company are Canadians.

—In Honolulu the market for Pacific coast lumber is good.

—The shipments of lumber from Saginaw, Mich., for the season will slightly exceed those of last year, and only about one-half of the output of the mills for the season will be represented in the lake movement.

—David Whitney, of Detroit, Mich., recently bought 20,000 acres of timber land in a body. The price is understood to be about $10 an acre. The land is situated on the banks of the Miami and Kelshes rivers, in Tillamook county, Oregon. Competent cruisers say it will cut better than 100,000 feet to the acre, of fine yellow fir timber.

—It is discovered that somebody has stolen $1,000,000 worth of timber from the government swamp and railroad indemnity lands around Eau Claire, Wis. Uncle Sam is said to suspect a railroad or two of the robbery.

—The British steamer Suffolk, has sailed from Port Gamble, Puget Sound, Wash., for England. She takes 2,500,000 feet of lumber, the largest cargo ever loaded on the Sound.

The destruction of saw mills by fire has alarmed fire insurance companies, and a number of them have instructed their agents in the Saginaw Valley to accept no more risks on mills or lumber. It is estimated that the losses by fire during the past five years aggregate $1,000,000.

The largest sale of land ever made in New England was perfected a short time ago, Messrs. Geo. Van Dyke and G. E. Henry, of New Hampshire, purchasing of Mr. George B. James and the New Hampshire Land Company 90,000 acres of timber land in Carroll county, N. H. It is reported that 1,000,000,000 feet of spruce are standing on the lot. Several large mills will at once be constructed for sawing the timber into lumber.

—The barge Wahnapitae, in tow of the propeller Nicol, lumber laden, from Washburn, Lake Superior, with a cargo of 1,800,000 feet of lumber consigned to Fairport, Ohio, was completely wrecked against the Cleveland breakwater while trying to make harbor during a severe gale on the night of Oct 26th. Her cargo was strewn into the lake or dashed to pieces against the breakwater or shore. It will prove almost a total loss. Insurance $17,500. The Wahnapitae was the largest lumber boat on the lakes, having been built to carry logs from Canada to the mills in Michigan. The export duty levied by the Canadian government practically took her out of commission, and she was transformed into a lumber barge.

CASUALTIES.

James Polley was caught in the machinery of McKee's mill at Wellsford, N. B., and received fatal injuries.

While conveying some logs from the dam to the mill of J. Woodworth at West Branch, Gray's river, N. S., the other day, E. Woodworth, son of the proprietor, stepped on a rolling log, fell in, and was drowned.

Mr. Thomas Callaghan, superintendant of lumber operations on the Trent waters for the Rathbun Company, while engaged with a party of men exploring some timber limits in the township of Effingham, was accidently cut in the neck by an axe, severing several veins, which came near causing him to lose his life.

While John Evans, foreman at Ross, Hall & Brown's saw mill, Rat Portage, Ont., was engaged fixing some machinery, his foot slipped and he was caught between two cog wheels and his leg was instantly drawn in and crushed up to the knees.

Delbert Haines, aged twenty years, working for the Canada Lumber Company at Crotch Lake, Ont., was killed a few days ago by a tree falling upon him.

A man named Simon Tremblay had one finger of his left hand accidentally cut off by a circular saw at E. B. Eddy's saw mill, Hull, Que., a few days ago.

A young man named Ferrault had both of his legs cut off by falling in front of a circular saw at Ross, Richie & Co.'s saw mill, Three Rivers, Que., Oct. 22nd. He died shortly afterwards.

The dome of the boiler in connection with Hugh McDonalds sash factory at Belwood, Ont., was blown off, on Oct. 31st. The roof of the engine and boiler house got a complete scattering, and the smokestack was blown down.

E. S. Crossfield, son of Mr. S. B. Crossfield, owner of a shingle mill at Sturgeon Falls, Ont., lost his life by being caught by the circular saw. In some manner the teeth of the saw caught his coat, and in an instant he was thrown up against the framework of the machine, the saw cutting him in the abdomen in a most frightful manner.

One of the large boilers in Peters & Cain's mill at Midland, Ont., exploded November 19th, and went through the roof of the boiler house, moving the other two boilers about 20 feet. One of the corners was knocked out of the mill. Several men were injured, but not fatally.

FIRE RECORD.

Mr. J. A. Ellis' saw mill at Fenelon Falls was burned November 21st. The fire was caused by the explosion of a lamp.

Jesse A. Gilbert's saw mill at Brookbury, Que., was entirely destroyed by fire October 7th. Loss from $2,500 to $3,000. No insurance.

The saw mill owned and occupied by C. J. Smith, situated on Burnt River, about two miles from Kinmount, Ont., was burned October 27th, together with the store house, boarding house, supply store, 2,000 cords of wood and 20,000 ties. The estimated loss is about $12,000.

The steam saw mill and lumber yard of J. & A. Carson, Pictou, N. S., were burned November 8th. Loss $10,000; insurance $1,600.

W. H. Leonard's saw mill at Hope Bay, Ont., was burned November 4th. Insured for $1,000.

The planing mill at Pembroke, Ont., owned by R. F. Beamish, and operated by Mr. Sparling, was burned November 20th. Mr. Beamish loses $2,500 on factory, and W. S. Sparling, lessee, $600 on stock.

LATEST NEWS NOTES.

—The last raft of the season recently passed down the St. John river, N. B.

—Mr. S. D. Shier is erecting a new mill at the first bend of the South Branch, Ont. It is intended to manufacture shingles only.

—Mr. Rainey, Severn Bridge, Ont., has had to cancel several large orders for shingles for want of cars. He has four millions roofed in for the winter.

—During the year ending Nov 1st, 1890, over half a million feet of dressed lumber have been disposed of to farmers around Gladstone, Manitoba, by Knox Bros., lumber dealers, at that place.

—Christy's saw mill, at Brandon, Man., has had a good season. Forbes & Stirrett are busy at their planing mill. They still have work to keep them busy for two months ahead.

—Canada's forest wealth is to be well illustrated at the forthcoming exhibition at Jamaica, West Indies. Adam Brown, the commissioner appointed by the Dominion Government, is arranging with Canadian lumbermen to make a magnificent display there.

—A. Robb & Sons, Amherst, N. S., have their new building, which is to be used for a machine shop and pattern shop, about ready to be occupied, and they have now concluded to erect at once sales rooms and offices on the old site, which is directly in front and adjoining the building already referred to.

—A party of Tacoma capitalists are now in Victoria with a view of establishing an extensive lumber business on Vancouver Island. There is some difficulty in the way of their obtaining timber lands, but if this can be got over they will commence operations at once.

—Since writing the editorial on the financial difficulties of the Potts Salt and Lumber Company, of Michigan, which appears in another column, the Company has made a voluntary assignment for the benefit of creditors. Last January, according to the annual statement, there was over $850,000 on the right side of the ledger. A statement of assets is expected to show a large excess over their liabilities.

—Victoria *Times*:—"The estimated cost of the cable to connect British Columbia is nine million dollars. Its total length will be eight thousand nine hundred miles, Sidney being the terminus. The project seems stupendous, but it is really less than the first project of laying the cable under the Atlantic. The great point, however, is that such a system would make England independent of European lines and place the Government at London in direct communication with the most distant colonies. The projectors of the cable only ask for a guarantee of two hundred and seventy thousand dollars per annum, at three per cent. on the cost.

—Application will be made on December 19th next, to the Lieutenant Governor of Ontario in Council, for an act to incorporate the Capital Lumber Company, of Ottawa (limited). The objects for which incorporation is sought are to manufacture and sell timber and lumber of all descriptions; also to carry on the business of a planing mill, sash, door and furniture factory. The operations of the Company are to be carried on in Ottawa. The applicants are Messrs. P. N. Mason, Wm. Lamb, jr., J. C. Edwards and A. J. Edgar, of Ottawa City; G. C. Edwards of Carleton Place, and A. I. Schryer, of North Nation Mills. The above named will be the first directors.

—Reports from Ottawa go to show that a better feeling exists among the lumbermen of that city and vicinity. Confidence is expressed that next season will more than make up for the dullness of 1890, and that business will be brisk in the spring. The feeling is general that a much brighter opening of trade in the coming than last spring may be looked for as regards the United States trade. As regards the English trade, it will certainly not be any worse than it was this season, and there are chances that it may be better, stocks having run pretty low. With respect to the South American trade, though matters are more settled, it is generally admitted that the present low value of gold will preyent an early revival.

—Mr. H. Pann, Inspector of engines, writing from Hamburg, Germany, to the Magnolia Anti-Friction Metal Co., of New York, has the following to say: In reply to your inquiry regarding my experience gained by using your Magnolia Anti-Friction Metal, readily I state to you that I have used it for longer than a year in many of the steamers belonging to this Company, with the most satisfactory results. It has never cut, has never become warm or melted, and has invariably put a splendid surface on the journals. The lasting quality of the metal is very great; the saving of oil very considerable. The Magnolia Metal is particularly useful in re-lining worn out brasses. I consider it to be the best of all Anti-Friction Metals in the market, and shall continue to use it in our steamers.

OUR TIMBER EXPORTS TO BRITAIN.

The following cargoes of Canadian wood have been reported at various United Kingdom ports since our last issue.

ABERDEEN—Dracona, Montreal, 509 pcs sawn oak.

BEAUMARIS—Triton, Bathurst, 17,297 spruce deals.

BELFAST—Donald Ferguson, Quebec, 60 pcs hewn elm, 15 pcs. hewn birch, 370 pcs hewn fir, 7,678 fir deals. Agnes Lincke, Miramichie, 21,568 deals and ends, 8,250 palings. Greenock, West Bay, 35,023 deals, scantlings and ends. Sheffield, Miramichi, 18,436 deals and ends, 14 lds palings.

BRISTOL—Harold, St. John, 22,928 deals and Battens, 2,464 scantlings,, 5,243 deal ends, 3,488 boards Arathusa, Richibucto, 10,994 deals and battens, 1,116 deal ends. Texas, Quebec, 300 cs. splints, 1,832 deals. Curler, St. John, 38,296 deals, battens, scantlings, ends and boards. Anna Casper, Miramichi, 22,622 deals, scantlings, boards and ends. Strathsay, St. John, 34,-973 deals, scantlings and ends. Knight Companon, Montreal, 12,631 pcs deals, 108 pcs birch timber, 3,400 pcs boards.

CARDIFF—Antillia, St. John, 17,221 deals. Italio, Miramichi, 21,049 deals, boards, scantlings and ends. Tuskar, St, John, 57,015 deals. Armenia, Miramichi, 25,761 deals and ends. Primus, St. John, 32,788 fir deals Mishanel, St. John, 30,100 deals.

COLERAINE—Urd, Chicoutimi, 6 591 deals. Falken Miramichi, 8,553 fir deals

CORK—George Peake, Quebec, 10 pcs hewn oak, 10 pcs hewn elm, 8 pcs ash, 5 pcs white fir, 401 pcs red fir, 8,144 deals, 100 deal ends. Titania, St. John, 13,021 pcs sawn fir.

DUNDEE—Udsire, Quebec, 109 pcs timber, 5,158 deals Fremona, Montreal, 9,672 deals.

DUBLIN—Henry, Quebec, 19,496 deals.

DUNDALK—H. W. Palmer, St. John, 15,152 deals, battens and deal ends.

DROGHEDA—Buda, St. John, 12,562 deals.

FLEETWOOD—Cathinca, Shediac, 13,673 fir deals. Southern Queen, Quebec, 728 pcs hewn fir, 3,359 fir deals. Gwico, Grand Pabos, 23,981, deals, boards and ends.

GLASGOW—Pomeranian, Montreal, 14,055 deals, Scandinavian, Halifax, 2,462 staves, 16 logs whitewood. Norwegian, Montreal, 4,610 deals, from Quebec, 6,706 deals. Warwick, Montreal, 2 cars oak lumber, 79 logs walnut, 4,506 deals, 1,263 pcs oak lumber, 27 maple logs. Borghese, Montreal, 41,462 spruce deals, 6,146 spruce ends. Sarmatian, Quebec and Montreal, 10,235 deals, 21,918 Staves. Amarynthia, Montreal, 818 pcs oak lumber. Canadian, Halifax, 2,285 hhd staves. Alcides, Montreal, 11,827 pcs oak lumber. Siberian, Quebec and Montreal, 65 pcs timber, 8,391 deals.

GREENOCK—Prince Eugene, Quebec, 111 pcs elm, 133 pcs birch, 66 pcs red pine, 353 pcs white pine, 1,433 pine deals, 1037 pine deal ends, 2,262 spruce deals. 200 spruce deal ends, 180 pcs oak, 439 pcs waney white pine, 39 pcs square white pine. Prinds eopold, Quebec, 102 pcs oak, 164 pcs birch, 47 pcs elm, 151 pcs red pine, 162 pcs square white pine, 759 pcs waney white pine, 4,440 spruce deals, 1,549 spruce deal ends, 440 pine deals, 10 -800 West India staves. Australia, Quebec, 650 pcs birch, 957 pcs white waney pine, 434 pcs square waney pine, 2,982 pine and spruce deals, 883 pine and spruce deal ends, 1683 pipe staves, 172 pcs oak,

GLOUCESTER.—St. Petersburg, Miramichi, 33,147 deals. Florida, Bay Verte, 24,723 deals. Peteropolis, Shediac, 20,289 deals and battens. Alert, Alma, 24,721 deals. Calliope St. John, 39,976 deals and battens. Vanloo, St. John, 47,352 deals and ends. Emma Parker, Pugwash, 18,029 deal,, Nightingale, Bay Verte, 24,786 fir deals, 50 pcs birch. Hanna, Richibucto, 14,-469 deals and boards. Britannia, Halifax, 19,210 deals.

HULL—Ripon City, Montreal, 21,379 pcs wood.

LANCASTER—Marcelo, Peterboro', 10,462 deals and ends.

LEITH—Saga. Qubec, 39 pcs hewn oak, 39 pcs hewn elm, 33 pcs hewn ash,32 pcs hewn birch, 10 pcs hewn cherry, 6 pcs hewn maple, 398 pcs hewn fir, 6,744 deals and euds,

LIMERICK—Nimrod, Quebec, 20,315 fir deals and ends.

LIVERPOOL—W. H. Corcar, St. John, 20,556 deals battens, 8,779 deal ends, 362 pcs white pine, 1,108 scantlings, 3,042 boards, 693 pcs birch. Prince Charlie, Quebec, 454 pine, 22,355 spruce deals, 3,489 spruce deal ends, 165 pcs oak, 111 pcs elm. and 57 pcs birch timber, 757 pcs white pine. Monarch, Bay Qerte, 22,094 deals and battens,1,301 scantlings, 1,637 deal ends. Parisian, Montreal, 13, 653 boards, 5,638 deals; 806 bdls hickory. Prince Arthur, Ship Island, 346 pcs hewn timber; 557 pcs sawn timber, 1,014 deals. Lake Superior, Montreal, 24,338 boards, 13, 327 deals. Neopoyte, Quebec, 912 pcs w w pine, 3,872 pine deals, 2,020 pine deal ends. Dominion (s), Montreal, 225 bdls broom-handles, 4,384 pcs, 30 stds deals, 3,340 pcs and 30 stds boards, 116 stds and ends. Gerona, Montreal, 6 logs walnut. Bede, West Point, 1900 staves, 200 pcs shuttle blocks. Lucie Radmann, Shediac, 12,056 deals and battens, 1,294 scantlings, 1,135 deal ends, 1,449 boards. Rossignol, St. John, 9,352 spruce deal ends, 4 pcs birch, 215 birch deals, 35,-220 deals and battens, 3,912 scantlings, 5,581 boards. Lake Huron, Montreal, 17,119 deals, 3,569 bdls, qty lumber. Vancouver, Montreal, qty deals and boards: from Quebec. 45 cs spools. Corean, Montreal, 6,463 deals, 4,885 boards, 522 ash scantlings; from Quebec, 3,139 deals, 2,046 deals, 775 boxes splints. Thyra, Bay Verte, 19,662 deals, 3,730 scantlings, 1,568 deal ends. Edith, St. John, 1,032 pcs birch timber, 1,015 birch planks, 26 birch ends, 8,670 deals and battens, 870 scantlings, 1,356 deal ends, 4,766 ends. Beaconsfield, Quebec, 220 oak, 90 elm, 399 waney pine logs, 365 pine deals, 1,319 ends, 8,-990 s ruce deals, 344 ends. Homewood, Quebec, 41 oak, 50 elm, 179 birch, 164 red pine 522 waney, 222 square pine logs, 4,372 spruce deals, 778 ends, 700 pine ends. Primula, Dalhousie, 1,700 birch planks, 1,521 pine, 4,546 spruce deals, 723 battens, 622 ends. Star of India, Campbelton, 22,029 deals, 2,827 ends. Abana, Quebec, 185 oak, 26 elm, 47 walnut, 223 square pine, 781 waney pine logs, 2,669 deals, 1,980 ends. Vœrwarts, Halifax, 12,408 deals, 336 ends, 1,486 birch deals, 155 ends. Ashburne, 60,281 deals and battens, 76 fms firewood. Vandura, St. John, 41,620 deals and battens. Sagona, Richibucto, 29,413 deals. Lake Nepigon, Montreal, 115 stds pine deals, &c. Toronto, Montreal, 150 stds pine deals, &c. Prince Patrick, Campbelton, 24,157 deals, 2,10 ends. Lennic, St. John, 21,365 deals, 2,005 scantling, 7,520 ends, 2,879 boards, 234 birch deals. Lima, Halifax, 199,912 deals and ends. Satana, Newcastle, 6,868 deals, 6,688 scantling, 1,846 ends, 13,945 boards. Oxenholme, Montreal, 34,851 pine deals, boards, &c. Vaini, St. John, 22,439 deals and battens, 2,198 Scantlings, 3,226 ends, 3,383 boards. Sarnia, Montreal, 172 stds deals, &c. Lake Ontario, 4,518 deals, 9,642 boards. Christian, Bathurst, 16,092 deals, 1,204 scantlings, 707 ends. Ore, Miramichi, 40,650 deals, 2,732 birch deals, 123,325 palings. Hilda, Bay Verte, 18,215 deals, 2,681 scantlings, 2,007 ends.

LONDON—Marie. Quebec, 19,922 deals, 3,838 deal ends. Albion, Quebec, 1,098 deal ends 15.176 deals. Bellona, Pictou, 1,046 pcs timber, 255 planks, 465 deal ends. George, Saguenay, 21,185 pcs fir, sawn deals and ends. Urania, Quebec, 41,375 deals, 1,266 ends. Erl King, Montreal, 3,183 deals, 99 pcs timber. President Von Blumenthal, Chatham, 1,568 deals, 13,921 deals and ends. Orion, Tatamagouche, 851 pcs timber, 3,003 deals, 360 deal ends. Ilmatar, Chatham, 39.181 spruce deals and ends, 2,211 birch ends. Svea. Miramichi, 13,048 deals and ends. Hedevig, Miramichi, 15,808 deals, Ceniso, Halifax, 1,812 deals, 219 bdls mouldings, 48 doors, 83 pcs maple, 917 pcs ash, 50 cs pegwood. Ariadne, Chatham, 21,611 deals. Invermay, Montreal, 1,951 boards, 22,312 deals, 2,239 deals. Jarlen, Quebec, 27,455 deals, 400 pcs timber, 4,293 deals. Hovding, Quebec, 32,-480 deals, 3,359 deal ends. George Clarkson, Montreal, 16,903 deals, 22,333 deals, 4,366 deal ends. Ocean King, Montreal. 8,992 deals. Assyrian, Montreal, 9,826 deals.

LONDONDERRY—Maori, Miramichi, 19,634 deals and ends.

MARYPORT—Norma, Dalhousie, 12.240 deals and batens.

MILFORD—Anna Dorothea, Quebec, 38 pcs ork, 86 elm and birch, 503 pcs hewn fir, 2,056 pcs sawn fir, 1,329 deals.

NEWPORT—Muriel, Halifax, 19,413 deals and ends. Manin Cichero, Newcastle, 18,888 deals, battens, boards, &c. Frederick Stong, Miramichi, 36,536 deals, battens, boards, &c. Dunvegin, Miramichi, 34,195 deals, ends, battens and ends.

NEWRY—Endrick, St. John, 12,523 deals and ends Lydia, Quebec, 13,368 deals and ends.

PLYMOUTH—Kate Crosbie, Miramichi, 22,775 pcs sawn fir. Concordia, Miramichi, 10,167 pcs sawn fir.

SUNDERLAND—Satisfaction, Quebec, 360 pcs hewn fir, 125 pcs hewn elm, 1696 deals and ends. Alma, Quebec, 748 pcs hewn fir. 2,653 fir deals and ends.

SWANSEA—Cambain, Campbellton, 11,068 pcs sawn fir, 3,195 pcs sawn birch.

TYNE—Silistria, Quebec, 77 pcs oak, 63 pcs elm, 41 pcs ash, 149 pcs birch, 258 pcs square white pine, 81 pcs waney pine, 3,774 pine deals, 724 deal ends. Ocean, Quebec, 1,926 pcs timber and deals. Falkon, Quebec, 102 pcs elm, 291 pcs square white pine, 151 pcs waney white pine, 1,564 pine deals. 462 pine deal ends. Otto Linch, Quebec, 43 pcs oak, 57 pcs birch, 756 pcs white pine, 1105 pine deals, 1,974 pine deal ends, 67 pcs elm.

YARMOUTH—Freya, Quebec, 17,077 deals and ends.

The boilers in E. D. Jewett's saw mill at South Bay, a few miles from St. John, N. B., exploded on November 25th, killing six men and seriously injuring several others. The mill had been idle for some time, but had recently been set in order by Adams & Gregory for Mr. Dunn, whose mill was destroyed by fire last summer. Over 60 persons were employed in this mill at the time of the explosion, most of them being in the main building, which was not injured. Of the six boilers two were blown out of the building in different directions, and the other four were wrenched from their positions in the solid masonry. After the explosion the mill caught fire and was destroyed. The mill was insured for $15,-500 in a large number of companies.

TRADE REVIEW.

Toronto, Ont.

TORONTO, Nov. 29, 1890.

CAR OR CARGO LOTS.

1¼ and thicker clear picks, American inspection	$20 00@30 00	
1¼ and thicker, three uppers, American inspection		37 00
1¼ and thicker, pickings, American inspection		25 00
1X10 & 12 dressing and better	18 00	20 00
1X10 & 12 mill run	13 00	14 00
1X10 & 12 dressing	14 00	15 00
1X10 & 12 common	12 00	13 00
1X10 & 12 spruce culls	10 00	11 00
1X10 & 12 mill culls		9 00
1 inch clear and picks	24 00	25 00
1 inch dressing and better	18 00	20 00
1 inch siding mill run	13 00	14 00
1 inch siding common	11 00	12 00
1 inch siding ship culls	10 00	11 00
1inch siding mill culls	8 00	9 00
Cull scantling	8 00	9 00
1¼ and thicker cutting up plank	22 00	25 00
1 inch strips 4 in to 8 in mill run	14 00	15 00
1 inch strips, common	11 00	12 00
1¼ inch flooring	14 00	15 00
1½ inch flooring	14 00	15 00
XXX shingles, 16 in	2 20	2 30
XX shingles, 16 in	1 20	1 30
Lath, No. 1	1 70	1 90
" No. 2		1 70

YARD QUOTATIONS.

Mill cull boards & scantling	$10 00	Dressing stocks	16 00@20 00
Shipping cull boards, promiscuous widths	13 00	Picks Am. inspection	40 00
stocks	14 00	Three uppers, Am. inspect.	50 00
		F. M.	
Scantling & joist, up to 16 ft	14 00	1½in. flooring, dres'd	28 00 30 00
" 18 ft	15 00	1½ " " rough	18 00 22 00
" 20 ft	16 00	1¼ " " dres'd F.M.	25 00 28 00
" 22 ft	17 00	" " undrs'd B.M.	18 00 19 00
" 24 ft	19 00	" " dres'd	18 00 20 00
" 26 ft	20 00	" " undres'd	12 00 15 00
" 28 ft	22 00	Beaded sheeting, dressed	22 00 35 00
" 30 ft	24 00		
" 32 ft	26 00	Clapboarding, dres'd	12 00
" 34 ft	28 50	XXX sawn shingles per M	2 65 2 75
" 36 ft	30 00	Sawn Lath	2 00 2 20
" 38 ft	32 00	Red oak	30 00 40 00
" 40 to 44 ft	35 00	White "	35 00 45 00
Cutting up planks 1¼ and thicker dry	25 00 26 00	Basswood, No. 1 & 2	18 00 20 00
" board	18 00 22 00	Cherry, No. 1 & 2	50 00 60 00
		White ash, 1 & 2	25 00 35 00
		Black ash, 1 & 2	20 00 30 00

Hamilton, Ont.

HAMILTON, Nov. 29, 1890.

Mill cull boards and scantlings	$ 9 00@10 00	Dressing stocks	$16 00 18 00
Shipping cull boards promiscuous widths	10 00 12 00	1¼ flooring, rough	16 00 18 00
Shipping cull stocks	14 00	1½ flooring, rough	16 00 18 00
Scantling and joist up to 16 feet	14 00	1¼ flooring, dressed	25 00
do up to 18 feet	15 50	1½ flooring, dressed	32 00
do up to 20 feet	16 00	1 flooring, dressed	21 50 23 00
do up to 22 feet	17 00	Beaded sheeting 1	25 00 30 00
do up to 24 feet	18 00	Picks, Am inspection	32 00 34 00
do up to 26 feet	19 00	Three uppers Am. In.	4C 00
do up to 28 feet	20 00	XXX sawn shingles	2 60 2 70
do up to 30 feet	21 00	Sawn Lath	2 25
Cutting up plank 1¼ and thicker dry	20 00 25 00	Red Oak	20 00 25 00
Cutting up boards	20 00	White Oak	25 00 30 00
		Basswood No. 1. & 2.	16 00 20 00
		Cherry No. 1 & 2	60 00 70 00
		White Ash No. 1 & 2.	25 00 35 00
		Black Ash No. 1 & 2.	20 00 30 00

Ottawa, Ont.

OTTAWA, Nov. 29, 1890.

Pine, 1st qual., ₩ M.	$35 00@40 00	Oak	$40 00@100 00
" 2nd "	22 00 25 00	Walnut	60 00 100 00
" shipping culls	14 00 16 00	Cherry	60 00 80 00
" 4th qual. deals	10 00 12 00	Butternut	22 00 40 00
" mill culls	8 00 10 00	Birch	15 00 25 00
Spruce, ₩ M.	10 00 12 00	Maple, hard.	20 00 21 00
Hemlock	9 00 17 00	Laths	1 80 1 90
Ash	13 00 18 00	Shingles.	1 50 3 00
Bass	12 00 20 00	" cedar	1 50 3 00

Montreal, Que.

MONTREAL, Nov. 29, 1890.

Pine, 1st qua'y ₩ M	$25 00@35 00	Basswood	14 00 20 00
Pine, 2nd " "	20 00 25 00	Oak, per M	40 00 50 00
Fine shipping culls ₩ M	12 00 14 00	Walnut "	55 00 100 00
		Cherry "	65 00 80 00
Pine, 4th quality deals ₩ M	9 00 11 00	Butternut, per M	22 00 40 00
Pine, mill culls, ₩ M	6 00 8 00	Birch, "	12 00 20 00
Spruce, per M	9 00 11 00	Spruce timber	12 00 15 00
Hemlock, lumber	7 00 10 00	Hard Maple "	20 00 22 00
Hemlock timber	12 00 14 00	1¼ Lath	1 25
Ash	13 00 20 00	Shingles, 1st, per M	3 00 3 25
		Shingles, 2nd, "	1 25 1 50

St. John, N. B.

ST. JOHN, Nov. 29, 1890.

Deals, Boards, Scantling, etc.

Spruce deals	$12 00	Spruce boards	12 00
Pine "	15 00	Pine "	12 00@40 00
Deal ends	6 00	Oak "	40 00
Scantling	10 00	Ash "	15 00@25 00
		Hemlock "	7 50

Shingles.

Spruce, extra	$3 50	No. 1	1 25
" clear	3 00	Pine	1 25
" No. 1 extra	2 25		

Clapboards.

Pine, extra	35 00	Spruce, extra	24 00
" clears	45 00	" clears	23 00
" 2d clears	35 00	No. 1	15 00
		" No. 2	10 00

Flooring, Dressed.

No. 1	12 00	4 in., No. 1	12 00
No. 2	10 00	" No. 2	10 00

Miscellaneous.

Staves	3 00@ 4 50	Laths	1 80
Heading 17 in. per pr.	04	Pickets	6 50@15 00
15 in.	04½	05½ Railway ties	
22 in.	04½	06	

Vancouver and New Westminster, B.C.

NEW WESTMINSTER, Nov. 29, 1890.

Car load and ship rates according to assortment. Bridge and Wharf Plank and Timber.

10 to 40 ft. long, per M, net	$11 00
41 to 70 ft. " " " "	$12 00@15 00
Rough lumber, building material	11 00
" " Sized	12 50
" " Fir, Clear	17 50
" " Cedar, Bench or Selects	25 00
" " " " D. D	30 00

1 in, 1¼ 1½x6 in.

T. & G. Edge, Grain and Dry	27 50
" " " Green	25 00
No. 1, Dry	22 50
" 1, Green	20 00
" 2, Dry	20 00
" 2, Green	17 50
Cut to length, extra per M	2 50
D. Dressed	2 50

1 in, 1¼ 1½x4 1.

Edge Grain, Dry	27 50
" " Green	25 00
T. & G. Edge Grain, Dry	25 00
No. 1, Dry	25 00
" 1, Green	22 50
" 2, Dry	20 00
" 2, Green	17 50
S. S. Planks for scows	17 50
D. D. cedar, verandah cover, any length	45 00
" " " cut to length	50 00
Shingles	2 50
Lath	2 25
D. D. clear Cedar	40 00@60 00
Pickets, rough	11 00

Five per cent. off above prices for cash with the order.
Delivery on scow to mouth of river.

20 M ft. and over	75c. per M. ft
10 to 20 M ft.	$1.00 " "
Under 10 M ft.	1.25 " "

Albany, N. Y.

ALBANY, N.Y., Nov. 29, 1890.

Hemlock.

Boards, 1X10 in. each	14c.	2½x4. each	14
Joist 4x6	33	Wall Strips	11

Pine.

2½ in. and up, good.	$54 00@55 00	10 in boards dressing and better	$30 00@34 00
4ths	48 00 50 00	Common	15 00 20 00
Selects	43 00 45 00	12 in. boards dressing and better	29 00 36 00
Pickings	38 00 40 00	Common	15 00 22 00
1¼ to 2 in., good	48 00 50 00	1¼ inch siding, selected	40 00 45 00
4ths	43 00 45 00	Common	15 00 20 00
Selects	38 00 40 00	1 in. siding selected	38 00 42 00
Pickings	33 00 35 00	Common	14 00 19 00
1 in. good	48 00 50 00	Norway, selected	22 00 25 00
4ths	43 00 45 00	Common	12 00 15 00
Selects	38 00 40 00	10 in. plk. 13 ft. dressing and better, each	42@50
Pickings	33 00 35 00	Culls	23 25
Shelving boards, 12 in. and up	26 00 39 00	10 in. boards, 13 ft., dress, & better each	28 33
Dressing bds. narrow	18 00 22 00	Culls	17 20
Shipping boards	16 00 18 00		
Box boards	14 00 16 00		

Shingles and Lath.

Shingles, shaved pine	6 50	Shingles, cedar mixed	2 85 3 00
2d quality	5 00	Lath, pine	2 00 2 10
Sawed, extra	4 40 4 50	Spruce	2 15
Sawed, clear butts	3 00 3 30	Hemlock	1 85
Cedar, XXX	4 00 4 20		

Buffalo and Tonawanda, N. Y.

BUFFALO, Nov, 29, 1890.

Norway

Clear, 1 in. & clear	$19 00@20 00	Common, 1 to 2 in. all widths	12 50
Dressing, 1 to 2 in. all widths	16 00@17 00	4x4, 5x5, 6x6 turning	22 00
		4x4, 5x5, 6x6 common	16 00

White Pine.

Up'rs, 1¼ in.	45 00	No. 2 cuts, 1 to 2 in and thicker	$18 00@24 00
½ to 2 in	45 00	Dressing, 1 to 2 in	25 00 28 00
Sl'cts 1 in	39 00	Common, 1 to 2 in	19 00 21 00
¼, ½ & 2 in	40 00	No. 1 barn, 7 to 12 in	10 00 12 00
Fine common, 1 to 2 in. and thicker	33 00 35 00	No. 2 barn, 7 to 12 in	16 50
No. 1 cuts, 1 to 2 in and thicker	28 00 33 00	Mill culls, 1 to 2 in	9 00 10 00
Mold strips, 1 to 2 in	30 00 33 00	Thick	42 00 44 00

Shingles

XXX, 18-in.	$3 75@3 90		Per M.
XX, 18-in, or C. B.	2 40 2 50	18 in. No. 2. or culls.	$1 25@1 40

16 inch Shingles.

XXX, sawed	3 10	Thick cut per square	2 50
C.B. "	2 35	XXX cut	2 25
No.2 "	1 00	X cut	1 00
Thick cut	3 40	No 2 cut	55
XXX cut	3 15	XX	2 10
X cut	1 50	Dim. shingles, sawed, cut, or planed	4 25
No. 2 cut	70		
Fancy ends or butts	4 50		

Saginaw, Mich.

EAST SAGINAW, Nov. 29, 1890.

CARGO LOTS.

Uppers	36 00@38 00	Norway	8 50@10 00
Common	16 00 21 00	Box	11 00 11 50
Shipping Culls	9 00 11 00	Straight measure	12 50 20 00
Mill Culls			

YARD QUOTATIONS CAR LOTS DRY.

Siding.

Clear, 1½ in	23 00	C, 1½ in	17 00
⅞ in	46 00	⅞ in	30 00
Select, 1½ in	20 00	No. 1, ½ in	12 00
⅞ in	39 00	⅞ in	20 00

Finishing Lumber rough.

Three uppers, 1 in.	@45 00	Fine common, 1 in.	31 00
1¼ & 1½ in	45 00	1¼ & 2 in.	33 00@34 00
Selects, 1 in.	36 00	C, 7, 8 & 9 in.	26 00
1¼ & 1½ in.	37 00	Coffin Boards 16 in. & over	18 00

Joist, Scantling and Timber.

12 to 16 feet	10 00	20 feet	12 00
18 feet	11 00	24 "	13 00

Plank and timber, 12 inches wide, $1 extra.

Shingles.

XXX 18 in. Climax	3 50	18 in X (cull)	50
XXX Saginaw	3 40	XXX shorts	2 00
XX Climax	2 00	XX	1 25
18 in 4 in c. b	80		

Lath, and Pickets.

Lath, No. 1 white pine	2 00	Pickets, 2 to 2½ in, 3 to 4 ft. rough	15 00
" No. 2 " " Norway	1 50	Dressed	20 00
		1½ in. square, rough	18 00
		Dressed	25 00

New York City

NEW YORK, Nov. 29, 1890.

Black Walnut

⅝ in. clear	$80 00@82 00	Culls, 1 inch	$35 00@ 36 00
1 and 1¼ inches	95 00 97 00	Culls, thick	36 00 37 00
1½ and thicker	100 00 105 00	Counter tops, 18 in.	
Rejects	50 00 52 00	and over	110 00 150 00

Poplar, or White Wood.

⅝ in. 10 inches and over	25 00@ 2600	1 inch, 8 in. and over	30 50 31 50
¾ in. coffin boards	28 00 29 00	2½ and thicker	33 00 34 00
1 inch, 10 inch and over	31 50 32 00	Common 1 to 2 in	22 50 23 50
		Saps, 1 inch & thicker	26 00 27 00
		Culls, all thickness	15 00 16 00

Ash.

1 in. white	36 00@ 37 00	Strips clear	27 00@ 28 00
1¼ to 2 inch	38 00 39 00	Black ash, good	26 00 30 00
2½ to 4 inch	40 00 41 00	Black ash, com	18 00 19 00

Oak.

1 inch plain sawed.	37 00@ 39 00	5 inches and over	52 50@ 53 00
1½ to 2 inch	39 00 40 00	Thicker	54 00 55 00
Thicker	40 00 41 00	Strips under 6 in	42 00 44 00
Quarter-sawed, white, all clear,		Dimension cut size	25 00 27 00

Cherry

1 inch	83 00@ 85 00	2½ and thicker	95 00@100 00
1 inch strips	40 00 42 00	Counter tops, 18 in.	
1¼ to 2 inch	85 00 90 00	and over	110 00 115 00
Rejects	40 00 44 00	Culls, all thickness	16 00 18 00

Miscellaneous.

Chestnut, clear	33 00@ 35 00	Hickery, old growth	50 00 55 00
Chestnut common	20 00 22 00	Hickery, 2nd growth	70 00 75 00
Basswood white	30 00 32 00	Elm	20 00 22 00
Basswood common	21 00 23 00	Sycamore	24 00 26 00
Maple, clear	28 00 30 00	Sycamore quartered	38 00 40 00
Birch, clear	32 00 35 00	Gum	35 00 37 00
Birch, 1s and 2s	26 00 30 00	Butternut	45 00 50 00
Cottonwood	21 00 22 00	Sycamore dressed flg	24 00 25 00

Boston, Mass.

BOSTON, Nov. 29, 1890.

Western Pine—by car load.

Uppers, 1 in	$48 00@50 00	Fine com., 3 & 4 in	42 00@46 00
1¼, 1½ & 2 in	48 00 50 00	No 2, 1 in. Fine com.	28 00 30 00
3 & 4 in	55 00 60 00	1¼, 1½ & 2 in	29 00 31 00
Selects, 1 in	42 00 43 00	No. 1 strips, 4 to 6 in	40 00 43 00
1¼, 1½ & 2in	43 00 45 00	No. 2	35 00 37 00
3 & 4 in	45 00 50 00	No. 3	24 00 26 00
Moulding boards, 7 to 11 inch clear	36 00 38 00	Cut ups, 1 to 2 in	24 00 30 00
60 per cent clear	34 00 36 00	Coffin boards	19 00 22 00
Fine common 1 inch	36 00 38 00	Common all widths	22 00 26 00
1¼, 1½ & 2 inch	38 00 40 00	Shipping culls 1 in	15 00 15 50
		do 1¼ in	15 50 16 50

Eastern Pine—Cargo or Car Load.

Nos. 1, 2 & 3	40 00@43 00	Clapboards, 4 ft., sap	
4	28 00 30 00	clear	40 00 45 00
5	23 00 26 00	Sap, 2nd clear	33 00 35 00
Ship'g bds & coarse	16 00 16 50	Heart extra	50 00 55 00
Refuse	12 00 13 50	Heart clear	45 00 50 00
West'rn pine clapbds 4 ft. sap extra	45 00 50 00	Bevel siding 6in, clear	23 00 24 00

Spruce—by Cargo.

Scantling and plank, random cargoes	14 00@15 00	Coarse, rough	12 00 14 00
Yard orders, ordinary sizes	15 00 16 00	Hemlock bds., rough	12 00 13 00
Yard orders, extra sizes	16 00 18 00	" " dressed	12 00 14 00
Clear floor boards	19 00 20 00	Clapbds., extra, 4 ft.	34 00 36 00
No. 2	16 00 17 00	Clear, 4 ft.	30 00 32 00
		Second clear	25 00
		No. 1	10 00 14 00

Lath.

Spruce by cargo	2 10@2 20

Shingles.

Spruce	1 25@1 50	Cedar, sawed, extra	3 25 3 50
Pine, 18 in. extra	4 00 4 25	Clear	3 00
Pine, No. 1	3 00 3 15	Extra, No. 1	2 50
		Cypress, No. 1, 18 in.	5 00

Oswego, N. Y.

OSWEGO, Nov. 29, 1890.

Three uppers, 1¼, 1½ & 2 inch	$43 00@45 00
Pickings, 1¼, 1½ & 2 in	35 00 36 00
No. 1 cutting up, 1¼, 1½ & 2in.	30 00 31 00
No. 2 cutting up, 1¼, 1½ & 2in	19 00 21 00
1 in strips, 4 to 8 wide, selected for moulding strips, 14 to 16 ft.	31 00 33 00
1x6 selected for clapboards.	32 00 34 00

Siding.

1 in siding, cutting up piks & uppers	30 00@39 00	1¼ in selected	35 00@40 00
		1¼ in dressing	17 00 19 00
1 in dressing	19 00@21 00	1¼ in No. 1 culls	14 00 16 00
1 in No. 1 culls	14 00@16 00	1¼ in No. 2 culls	13 00 14 00
1 in No. 2 culls	13 00@14 00	1¼ in No. 3 culls	9 50 10 00

1x12 Inch.

12 & 16 ft, mill run	20 00 23 00
12 & 16 ft, No. 1 &2, barn boards	18 00 19 00
12 & 16 ft, dressing and better.	26 00 30 00
12 & 16 ft, No 2 culls	1500

1x10 Inch.

12 & 13 ft, mill run, mill culls out	19 00 20 00
12 & 13 ft, dressing and better	25 00 27 00
12 & 13 ft, No 1 culls	16 00 17 00
12 & 13 ft, No 2 culls	14 00 15 00
14 to 16 ft, mill run mill culls out	20 00 22 00
14 to 16 ft, dressing and better	25 00 27 00
14 to 16 ft, No. 1 culls	16 00 17 00
14 to 16 ft, No. 2 culls	14 00 15 00
10 to 13 ft, No. 3 culls	9 50 10 00

1 1-4x10 Inches.

Mill run, mill culls out	20 00@23 00	No. 1 culls	16 00@17 00
Dressing and better	25 00 30 00	No. 2 culls	14 00 15 00

1x4 Inches.

Mill run, mill culls out	17 00@19 00	No. 1 culls	13 00@14 00
Dressing and better	23 00 27 00	No. 2 culls	11 00 12 00

1x5 Inches.

6 7 or 8, mill run, mill culls out	19 00@21 00	6, 7 or 8, No. 1 culls	15 00@16 00
6, 7 or 8, drsg & better	24 00 28 00	6, 7 or 8, No. 2 culls	13 00 14 00

Shingles.

XXX, 18 in pine	3 60@3 80	XXX, 18 in cedar	3 40@3 70
Clear butts, pine, 18 in.	2 60 2 80	Clear butt, 18 in cedar	2 50 2 70
XXX, 16 in pine	3 10 3 20	XX, 18 in cedar	2 00 2 20
Stocks cedars, 5 or 6 in.	5 00		

Pickets.

No. 1, 1¼x1¼	15 00	No. 2, 1x3	9 00 10 00
No. 1, 1x3	20 00		

Lath.

No. 1. ¼	2 00	No. 2, 1 1-4	1 90
No. 1 1-4	1 60		

OUR ALBANY LETTER.

ALBANY, N. Y., Nov. 26th, 1890.

This month will close the season's work in the Albany market, and from this out nothing but a limited car trade will be carried on until spring, when navigation opens again. We have had only a touch of cold weather so far with a few flurries of snow, but the majority of the boats on the canals have gone into winter quarters, as the canals close officially on Sunday night the 30th instant, unless closed sooner by ice. Shipments on the Hudson from this point will continue as long as the river keeps open, as there are yet many orders to be filled, notwithstanding this has been a very busy month with heavy shipments daily. The coarser grades of pine have experienced the most demand, with a liberal sprinkling of good lumber.

1x12 inch shippers have been in good sale. One firm in the district shipped this week nearly two million feet of Canada stocks alone for the South American trade, while some others have done nearly as well.

The stock of Canada pine wintered over here will be large, as the lumber has been coming forward rapidly ever since the duty was reduced to $1.00 a thousand; but there are two things the market is short on—thick uppers and 1¼ inch of all grades—both of which have been in constant demand all summer.

1¼ inch pine is practically cleaned out of the market, especially 1¼x1013 ft. plank, of which there is scarcely a boat load to be had, although only a few years ago there were millions of feet of them piled up here with a good demand from all sources.

Everybody now wants 16 foot lumber, and dealers find it almost impossible to dispose of 13 foot stocks, which are slow sale, and as you cannot make ten inch 13 foot plank without making 13 foot siding, which nobody wants, the plank trade has to suffer. Other dimensions have taken its place, but notwithstanding there are daily inquiries for plank from old time consumers who have used them for years, and would yet if they could be obtained.

1x10 13 ft. pine boards have also fallen off in the quantity consumed of late years, although there has apparently been a sort of revival in the demand for them this fall, considerable quantities of them having been shipped by boat and rail from the Ottawa district to the Albany and New York market.

Prices on Michigan pine stiffened up in the west, and also in the Tonawanda market, and its influence has been felt here, as some grades have been advanced a dollar or two in the last month. The trade has been exceptionally good, but as some concerns have larger stock than usual to carry over the winter, there is little probability of the higher rates holding, as the temptation to undersell the market in order to dispose of surplus stock is great.

In a few days now the dealers will have moved into their winter quarters in the city and for the next month will be busy figuring up accounts, after which there is practically nothing to do until navigation opens again in the spring.

There is always something of a demand, however from the New York market throughout the winter for odds and ends, which have to be shipped by rail; but the car trade from this point, taken all together, is scarcely a drop in the bucket when compared with the shipments by water during the summer season.

The Spruce and Hemlock men are anxiously looking for an old-time winter, with lots of snow and plenty of logs, so there will be no danger of a shortage of stock another year, as there has been this. Dealers say the stock on hand here now is the lightest carried over in years and the outlook for the spring trade is not very promising, especially if there is much demand during the winter months.

The supply of marketable spruce in the Adirondac region is growing smaller every year, and already dealers and manufacturers are looking to Canada to supply their wants. It is an actual fact that better prices can be obtained for spruce in Northern New York for pulp manufacture than to bring it into the market in the regular way, and the consumption of Spruce for that purpose is increasing rapidly and the business is assuming enormous proportions. One big concern in Albany, we understand, has already contracted for two large spruce commission accounts with parties in Canada, to supply their next year's trade.

The Outlook for Next Year.

[Southern Lumberman.]

As things are shaping themselves, 1891 will be a good year for general business. The basis of all prosperity is in a prosperous condition of the tillers of the soil. Farmers and, as far as our information goes, cotton planters will plant large areas for the coming season, having had satisfactory results this year. American and foreign markets have taken every thing offered them at good prices. Should crops be good next year, or rather should they be promising from the start, business channels will feel the effect in an enlarging demand. Preparations are being made among manufacturers, miners, railroads, jobbers, and all producing and exchanging interests to do a heavier business. There is a possibility that enterprise may overreach itself, but that result is not immediate. Business men feel safe; money lenders exhibit confidence in the future, and they are generally the first to smell danger to the general business interests. Railroad men are fixing up a basis on which they can get more out of traffic, and live without fighting. Ship builders have a year's work ahead, and car builders have as much work assured as they can get through this winter. Hardware manufacturers have been busy twelve hours per day for two months in many branches. Iron and steel makers have never had such a season, and new and cheapening processes are coming into practical use. Carriage and waggon makers are busy. Engine builders are enlarging their plants, and many new ones are going up. Miners of coal, ore, copper, silver, and gold have requirements placed for additional machinery and cars. Electricians are loaded up with an indefinite amount of work. With all this activity, prices are low—that is, they are as low as the individual, or firm, or corporation can make them. Competition is doing its work. Vast fortunes are not being made as they once were. If one channel offers exceptionally high rewards, it is at once filled by anxious competitors, and a general level is soon reached. An honest living is about all there is in business at present. The country is critically watching the effects of recent legislation, and stands prepared to approve or condemn the legislation as it is tested by experience. Too vasts interests are at stake to tolerate errors of legislation, and the masses of the people comprehend economic and commercial questions in their entirety and in their relations to the best interests of the whole community better than they ever have. Business and manufacturing interests are organizing themselves for easier and smoother operations. Gigantic combinations are visible on all sides, but there are keen eyes watching them that they keep within safe limits. The moneyed interests once so powerful are now facing a country well informed on the probable outcome of any new policy. Hundreds of millions of capital are invested on the presumption that wisdom and foresight shall prevail at the helm of public affairs. British capitalists are finding this country under its conservative management a profitable field for heavy investments. The outflow of foreign capital will continue doubtless until a sort of equalization is effected.

The Compass in the Watch.

A correspondent of the London *Truth* sends the following: "A few days ago I was standing by an American gentleman, when I expressed a wish to know which point was the north. He at once pulled out his watch, looked at it, and pointed to the north. I asked him whether he had a compass attached to his watch. 'All watches,' he replied, 'are compasses.' Then he explained to me how this was. Point the hour hand to the sun, and the south is exactly half way between the hour and the figure XII, on the watch. For instance, suppose that it is 4 o'clock, point the hand indicating 4 to the sun and II on the watch is exactly south. Suppose that it is 8 o'clock, point the hand indicating 8 to the sun, and the figure X on the watch is due south. My American friend was quite surprised that I did not know this. Thinking that very possibly I was ignorant of a thing that everyone else knew and happening to meet Mr. Stanley, I asked that eminent traveler whether he was aware of this simple mode of discovering the points of the compass. He said that he had never heard of it. I presume, therefore, that the world is in the same state of ignorance. Amalfi is proud of having been the home of the compass. I do not know what town boasts of my American friend as a citizen."

FELLING FIR TREES IN OREGON.

A correspondent of the *Southern Lumberman*, writing from Oregon, tells how they fell large trees in that State. He says: "Some of our tall timber will measure from six to twelve feet in diameter, and run up three hundred feet. The way to get them down perhaps will be interesting to some of your readers. When a tree is too large to saw down we bore an inch augur hole straight into the body of the tree about two feet from the ground, from eighteen to twenty-four inches deep, and then we bore another hole about twenty inches in a line above and let the augur range down so as to strike the inner end of the first hole bored. The points where they join must be near to the center of the tree. Then we put in some maple coals that are aglow with heat, and they fall down to the junction of the two holes. Then we blow them into a blaze with a hand bellows, and your work is done. They will come down themselves, and once down the fire goes out. The upper hole forms a stove pipe and the lower hole forms the draught. Trees up to six feet in diameter we saw down. We cut a small notch, say from eight to ten inches deep, so it will be square, then we take a seven-foot cross-cut saw and go on the opposite side and saw straight into the notch; we follow up with iron wedges to keep the tree from going back until we saw clear through, lacking three or four inches. Then it comes down and does not spoil your timber.

TIE TIMBER IN LATIN AMERICA.

The following data about the use of tie timber in Mexico and South America is interesting.

Argentine Republic.—East Argentine railway, handerbay; Western of Buenos Ayres, quehacho and urunday.

Uruguay.—Uruguay North-Western railway, creosoted pine.

Brazil.—Hereobo and native hardwoods.

Chili.—Antofagasta railway, Chili oak; Copiapo railway, Chili oak; Coquimbo railway, cypress; Taltal railway, white oak.

Peru.—Pisco and Yca railway, California redwood.

Venezuela.—La Guaira and Caracas railway, lignum vitæ.

United States of Columbia.—Lignum vitæ.

Mexico.—Merida and Prefeso railway, ironwood; other roads, yellow pine.

Hawaii.—California redwood.

Railroad Ties.

According to a government report on the consumption of forest supplies by railroads, about 73,000,000 ties are annually needed for new construction and renewals by the roads of the United States, which is equivalent to about 365,000,000 cubic feet of raw material. The various woods are estimated to be used in about the following proportions: Oak, 45,000,000; chestnut, 3,500,000; pine, 12,500,000; red, white and California cedar, 5,000,000; hemlock and tamarac, 2,500,000; cypress, 1,500,000; redwood, 2,500,000; other kinds, 500,000. Thus oak furnishes about 60 per cent. of the supply, and not only from choice trees mainly, but from the young growth which may make one tie to the tree or one to the cut.

THE Canadian Pacific Railway have constructed large lumber docks at Owen Sound, which accommodate over 7,000,000 feet. Since their completion large quantities of lumber are being shipped over this road. The company, it is stated, will make a direct bid for all the lumber shipment of the north shore next summer.

WANTED AND FOR SALE.

Advertisements will be iserted in this department at the rate of 15 cents per line each insertion When four or more consecutive insertions are ordered a discount of 25 per cent. will be allowed. This notice shows the width of the line, and is set in Nonpareil type. Advertisements must be received not later than the 27th of each month to cesure insertion in the following issue.

HARDWOOD lumber, bought, sold or received on consignment, TUCKER DAVID, lumber commission merchant, 313 Eleventh Ave., N.Y.

LUMBER YARD AND FACTORY FOR Sale. One of the oldest established in Brandon, doing good profitable business of about forty thousand dollars per year, an exceptionally good opportunity for any one wishing to commence business in the most thriving City in Manitoba. Box 97 Brandon. Man.

WANTED—TO BUY.

GOOD Canadian Timber Limits and Georgian Bay saw logs. Address, BEN BIRDSALL, Whitney Building, Detroit, Mich.

CAPITAL WANTED.

WANTED—A partner with about $12,000 capital, to take half interest in a well established lumber and shingle business in British Columbia. Timber Limits now secured to run mill 5 to 7 years. For particulars address, H. H. S., BOX 297, Vancouver, B. C.

WANTED SITUATION, by a thorough office man, 8 years experience with a large lumbering concern; can furnish best of references, address "BOOKKEEPER" care of 'CANADA LUMBERMAN."

WANTED—PARTNER

WITH $50,000 to $75,000 capital to invest in timber limit and saw mills on line of C.P.R. in British Columbia, with three practical men. Best thing on line of C.P.R. Address BOX 276, Trenton, Ont., Canada.

TAMARACK TIMBER.

THE UNDERSIGNED wishes to purchase a large quantity of Tamarack Logs, from 8 to 20 feet long, the smallest to be not less than 13 in. at the top. A good price will be paid, delivered at Shelburne, Melancthon, Corbetton and Riverview mills. A. F. SPEARING, Shelborne or Riverview.

FOR SALE in the village of South River,—a first-class saw and shingle mill, in good running order: situated on the bank of South river, Parry Sound district. For particulars apply to C. W. Burns, jr., South River, Ont.

FOR SALE—Steam saw mill and bush lot in the township of Egremont. Apply to Adam Watson, Durham.

STEAM MILL—for sale, in the village of Cremore, with a good lumber and log yard; cutting capacity good; terms reasonable. For particulars apply to J. D. Greenless, Alliston, Ontario.

MUST BE SOLD at any sacrifice, heavy sawmill machinery; first-class site: good stock of logs, and 200 acres of land; at junction of G.T.R. with C P.R. Apply E. GARROW, Nipissing Junction P.O., Ont.

WANTED—Competent man to run saw mill in British Columbia, at a rate per M. Must be proficient in all branches of the lumber business. Man with family preferred. Address A. JONES, LUMBERMAN Office, Toronto.

WANTED—FOR CASH—HARDWOOD

HARDWOOD LUMBER Sqares and Dimension Stock, principally wa'nut squares, 1¼ to 7 in. thick, 12 in. and upward long. Apply for specifications and prices. State full particulars of stock on hand. P. O. BOX 1,144, New York.

UNDERSIGNED wants to buy or lease saw mill where good business can be done. *Advertiser*, Leith, Ont.

RAILS AND CARS FOR SALE.

Light Steel Rails for Tramways; good order. Cars for lumber, cheap.

JOHN J. GARTSHORE,
49 Front St. West,
Toronto.

WANTED.

QUEBEC BIRCH—Those who can furnish choice lumber are invited to correspond

JOHN S. MASON & CO.
240 Eleventh Avenue,
New York City.

FOR SALE

TWO BOILERS, 54 inches in diameter, 16 feet; 50 4-inch Tubes, Fronts and Safety Valve; also one Engine, 20x24, with heavy bed; large Iron Driving Pulley and heavy Balance Wheel. Apply to

MICKLE, DYMENT & SON,
Gravenhurst.

FOR SALE.

PLANING FACTORY, only 2 years built, with one hundred and fifty Horse Power Engine and Boilers and Modern Machines, with railway siding and street car at door. Terms easy.

WILLIAM LEAK & CO.,
Lumber, Coal and Wood,
Dundas street, Toronto.

Sealed tenders addressed to the undersigned, and endorsed "Tender for Dormitory, Royal Military College, Kingston, Ont.," will be received at this office until FRIDAY, 12TH DECEMBER, 1890, for the several works required in the erection of Dormitory Building, Royal Military College, Kingston, Ont.

Specifications can be seen at the Department of Public Works, Ottawa, and at the office of Messrs. Power & Son, architects, Kingston, on and after Friday, 21st, November, 1890, and tenders will not be considered unless made on the form supplied, and signed with the actual signature of tenderers.

Each tender must be accompanied by an *accepted* bank cheque made payable to the order of the Honorable the Minister of Public Works, *equal to five per cent.* of the amount of the tender, which will be forfeited if the party decline to enter into a contract when called upon to do so, or if he fail to complete the work contracted for. If the tender be not accepted the cheque will be returned.

The department will not be bound to accept the lowest or any tender.

By order,
A. GOBEIL,
Secretary.

Department of Public Works,
Ottawa, 19th November, 1890. D-26-L3

JUDICIAL SALE

—OF AN—

ISLAND IN LAKE HURON.

Pursuant to the Judgment of the High Court of Justice made in the action of Rae v. Rankin, there will be offered for sale by Public Auction, with the approbation of Neil McLean, Esquire, Official Referee, by Messrs. Oliver Coate & Co. at the Mart, King Street, Toronto, on

SATURDAY THE 27TH DAY OF DECEMBER, 1890

at 12 o'clock, noon

THE ISLAND CALLED FITZWILLIAM OR HORSE ISLAND,

South East of Manitoulin Island, Lake Huron, Ontario.

This Island contains over 15,000 acres covered with an unusually heavy growth of cedar. There is also tamarack, maple, birch, red oak, poplar, spruce, balsam, etc., on the island; the pine has been sold. About one third is good farming land, and there is an immense quantity of good building stone, there is a harbor perfectly landlocked, with sufficient depth of water to float the largest class of shipping on the lakes. The Island is about 80 miles from Owen Sound.

Ten per cent of the purchase money will be required to be paid at the time of sale to the vendors or their solicitors, and the balance within thirty days thereafter without interest into Court to the credit of the action.

The other conditions of sale are the standing conditions of the court.

For further particulars apply to JOSEPH COZENS, Esq., Sault Ste. Marie, COLONEL ARTHUR RANKIN, Windsor, and SMITH, RAE & GREER, Vendors' Solicitors, Toronto.

Dated the 25th day of November, 1890.

NEIL McLEAN, Official Referee.

Sealed tenders addressed to the undersigned, and endorsed "Tender for Caisson," will be received at this office until Friday, the 5th day of December next, inclusively, for supplying, erecting and completing in place, a Wrought Iron Caisson for the Dry Dock now in course of construction at Kingston, Ont., in accordance with the plans on exhibition at this office, and at the Engineer's office 30 Union street, Kingston, and with the conditions and stipulations contained in Form of Tender, copies of which can be obtained on application to the undersigned and W. O. Strong, Esq., resident engineer, 30 Union street, Kingston, Ont.

Tenders will not be considered unless made on forms supplied and signed with the actual signatures of tenders

An accepted bank cheque payable to the order of the Minister of Public Works, equal to *5 per cent. of amount of tender*, must accompany each tender. This cheque will be forfeited if the party decline the contract or fail to complete the work contracted for, and will be returned in case of non-acceptance of tender.

The Department does not bind itself to accept the lowest or any tender. By order,

A. GOBEIL, Secretary.

Department of Public Works,
Ottawa, Nov. 19, 1890.

TIMBER * LANDS

FOR SALE

5000 Acres of Timber Lands on the Manitoulin Island,

Patented and unpatented, are offered at the Low Price of

$5.00 PER ACRE.

Some of the lots have timber on them worth $20 per acre, and the land is of fair quality for farming when cleared.

The Dominion Government having recently taken off the Export Duty on Telegraph Poles, Railway Ties, Shingle Bolts and Saw Logs, the value of the timber on the Island is doubled, owing to its great facilities for shipment to Detroit, Chicago, Toledo, Buffalo, Cleveland and all Lake ports.

The late owners, Messrs. Wm. and Robert Henry, are both deceased, and there being no one to carry on their business, these lands will be sold low, in Block to close out the estate. Tenders solicited and purchases liberally dealt with. All necessary information can be obtained from the trustee and Solicitors.

Messrs. FRANCIS & WARDROP,
Barristers, &c.,
Toronto.

AMES McGEE, Trustee,
Toronto.

MACHINERY FOR SALE

LIST of miscellaneous machines, etc., for sale by H. W. PETRIE, Brantford and Toronto.

ONE corn and cob crusher.
FINE grain or feed mills.
ONE Craig wheat scourer.
ONE mill stone dresser.
ONE corn huser.
TWO corn shellers.
TWO paint mills.
ONE tile machine.
ONE clay crusher.
ONE copper-jacketed kettle.
TWO copper dye kettles.
TWO set cracer or biscuit machines, with dies.
ONE sugar or sorgum mill.
ONE union leather splitter.
ONE steam rock drill.
ONE foot press for canner's use, with dies.
ONE fruit evaporator.
ONE Caligraph typewriter.
ONE clover thrasher and huller.
ONE ditching machine.
ONE Wiard sulky plow.
ONE hosiery or bobbin winder.
ONE set scouring rolls.
ONE Chase flock cutter.
ONE lot press plates.
TWO meat choppers.
ONE large clothes mangle.
ONE shooting gallery tube.
ONE small bone mill.
ONE run 42 inch buhr stones.
10 water wheels, different sixes and makes.
ONE lot spur and bevel gears.
ONE lot shafting, hangers and pulleys.
ONE lot balance wheels.
ONE set cheese box machinery.
ONE lot Cook's patent levels.
TWO steam fire engines.
FIVE hand fire engines.
TWO hose carts.
EIGHT steam pumps.
ONE No. 10 centrifugal pump.
THREE hydraulic rams.
ONE champion spark arrester.
ONE lot lifting jacks.
ONE lot new portable forges.

I also have Engines, Boilers of all sizes, Iron and Wood-Wood Machinery. Send for descriptive list. H. W. PETRIE, Toronto.

ST. LAWRENCE CANALS.

RAPIDE PLAT DIVISION.

NOTICE TO CONTRACTORS.

SEALED TENDERS addressed to the undersigned, and endorsed "Tender for the St. Lawrence Canals," will be received at this office, until the arrival of the eastern and western mails on *Wednesday, the 3rd day of December* next for the construction of a lift lock, weirs, etc., Morrisburg, and the deepening and enlargement of the Rapide Plat Canal. The work will be divided into three sections, each about a mile in length.

A map of the locality, together with plans and specifications of the respective works, can be seen on and after *Wednesday the 19th day of November* next, *at this office*, and at the Resident Engineer's Office, Morrisburg, where printed forms of tender can be obtained.

In the case of firms there must be attached to the tender, the actual signatures of the full name, the nature of the occupation and residence of each member of the same, and further, an *accepted cheque* on a chartered bank in Canada, for the sum of $6,000, must accompany the tender for Section No. 1, and an *accepted cheque* on a chartered bank in Canada, for the sum of $2,000 for each of the other sections

The respective *accepted cheques* must be endorsed over to the Minister of Railways and Canals, and will be forfeited if the party tendering declines entering into contract for the works at the rates and on the terms stated in the offer submitted. The cheques thus sent in will be returned to the respective parties whose tenders are not accepted.

This Department does not, however, bind itself to accept the lowest or any tender.

By order,
A. P. BRADLEY
Secretary.

Department of Railways and Canals,
Ottawa, 7th November, 1890.

ESTABLISHED 1888.

THE INDUSTRIAL REVIEW

Thos. E. Powell & Co., Publishers,

MEMPHIS, TENN.

The Most Widely Circulated Commercial, Financial and Industrial Journal in the South.

THE INDUSTRIAL REVIEW

Is a Monthly Journal devoted to Trades and Manufacturers.

IT GIVES SPECIAL ATTENTION

To the mining interest, the milling interest, the railroad interest, the steel and Iron interest, the textile manufacturing interest, the lumber and wood manufacturing interest, the hardware and machinery trade, and is an authority on

Southern Industrial Development.

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Sealed tenders addressed to the undersigned, and endorsed "Tender for Iron Superstructure, York Bridge," will be received until Tuesday, the 9th day of December next, inclusively, for the construction and erection *in place* of the Iron Superstructure of the bridge now in course of construction across the Grand River, at the Village of York, Haldimand County, Ontario, according to plans and a specification to be seen at the Department of Public Works, Ottawa.

Tenders will not be considered unless made on the form supplied and signed with the actual signatures of tenderers.

An accepted bank cheque, payable to the order of the Minister of Public Works, for the sum of *eight hundred dollars* ($800.00), must accompany each tender. This cheque will be forfeited if the party decline the contract or fail to complete the work contracted for, and will be returned in case of non-acceptance of tender.

The Departmnnt does not bind itself to accept the lowest or any tender.

By order,
A. GOBEIL,
Secretary,

Department of Public Works,
Ottawa, 18th Nov., 1890.

NOTICE

Re Ontario Crown Lands

CROWN LANDS DEPARTMENT,

TORONTO, NOVEMBER, 29th, 1890.

Notice is hereby given, that the lands lying between the east limit of the Township of Awrey, in the District of Nipissing, produced north and south, and the west limit of the Townships of Esten and Spragge, in the District of Algoma, produced north, are withdrawn from sale or location from and including the first day of December, now next, and no further sales or locations will be made of lands within said limits until further notice, except in cases:

(1) Where application has been duly made and the purchase money has heretofore been paid into the Department, or

(2) Where application has been made and a large proportion of the purchase money has heretofore been paid, and where a substancial expenditure of money has been heretofore made in developing or in completing a survey of the location.

No application heretofore made unaccompanied by the purchase money for lands in the said limits, except as aforesaid, will be considered.

ARTHUR S. HARDY,
Commissioner of Crown Lands.

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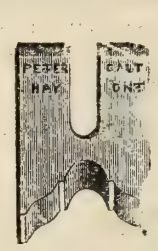

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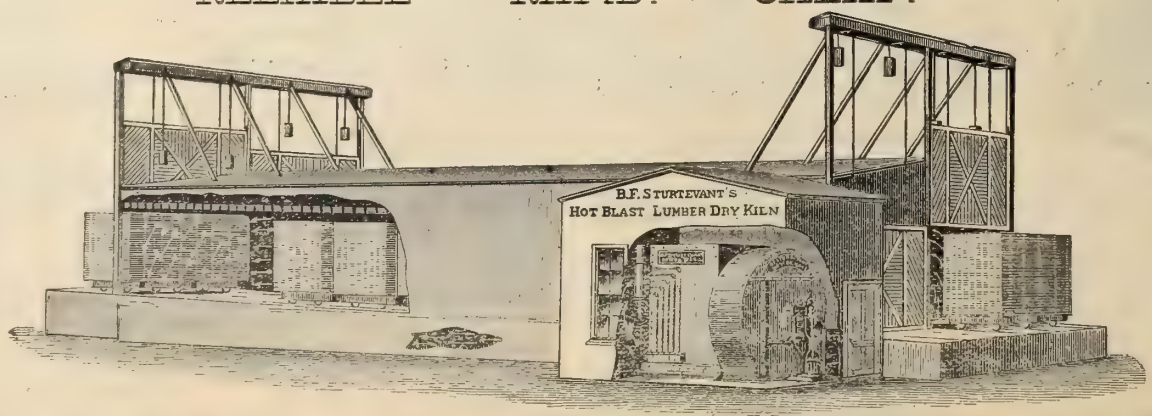

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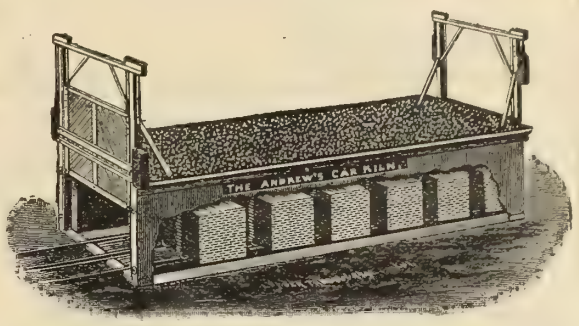

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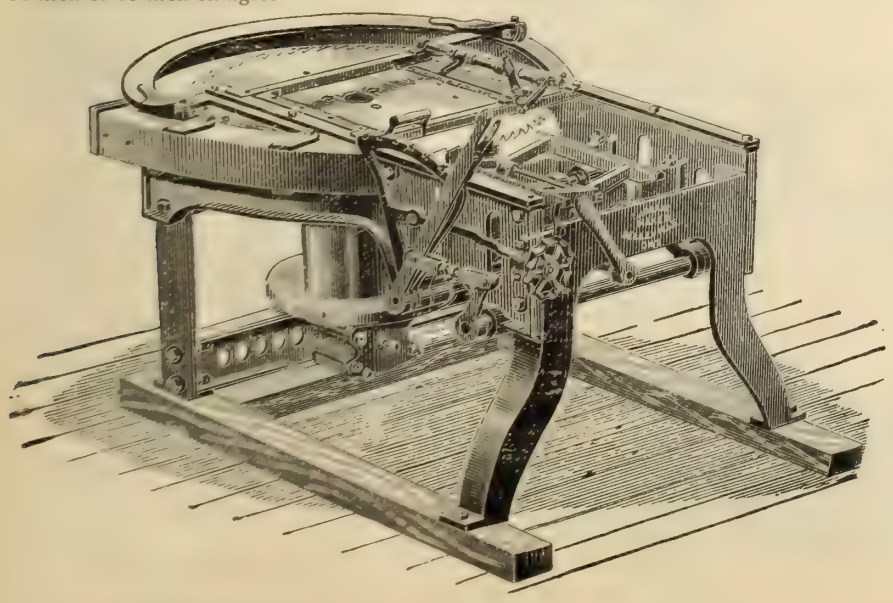

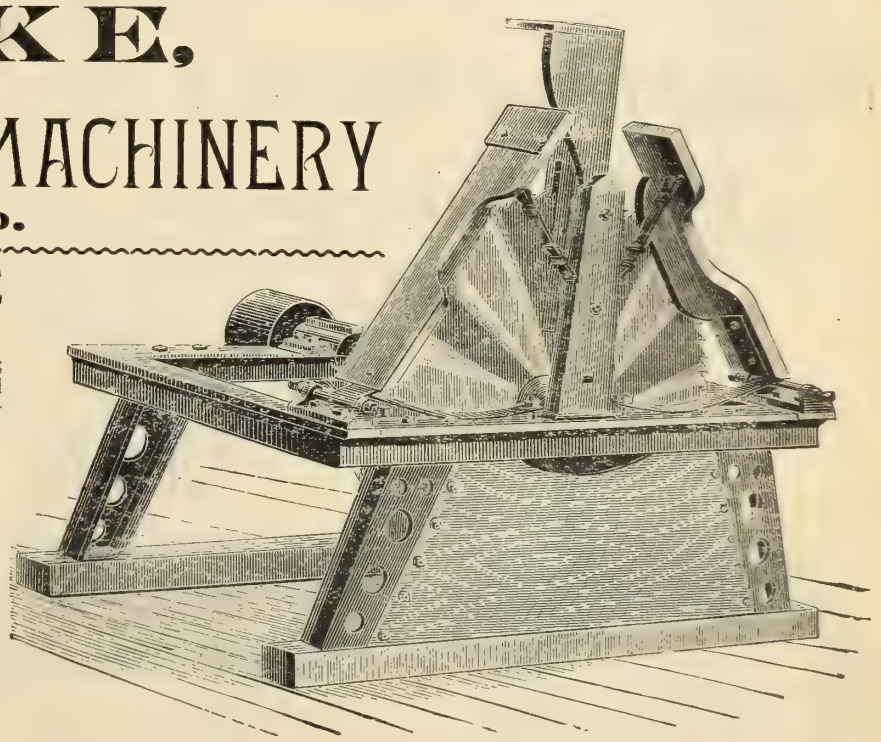

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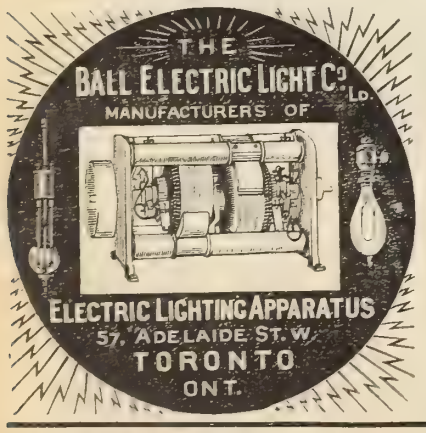

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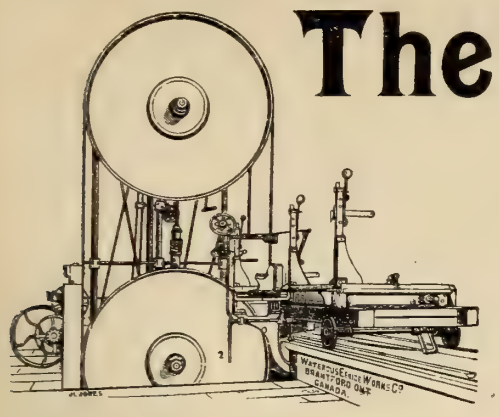
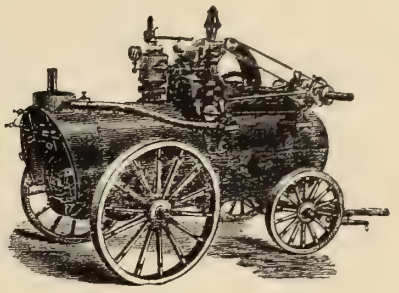
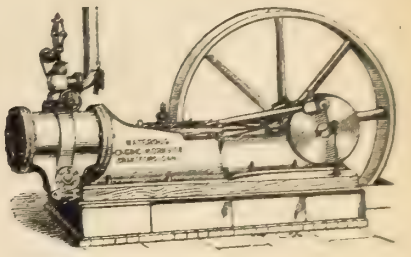
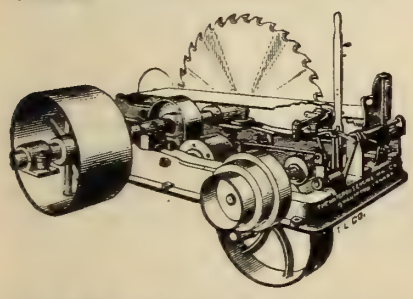


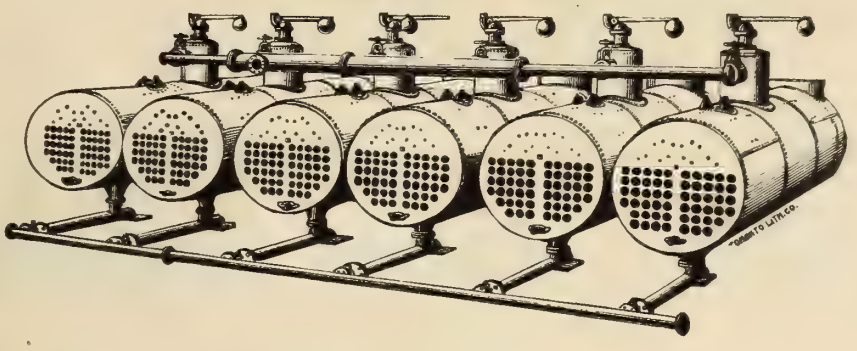
1844 1890





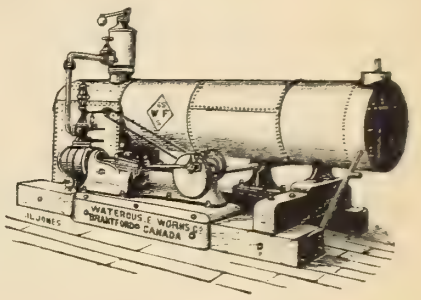
OUR SPECIALTY





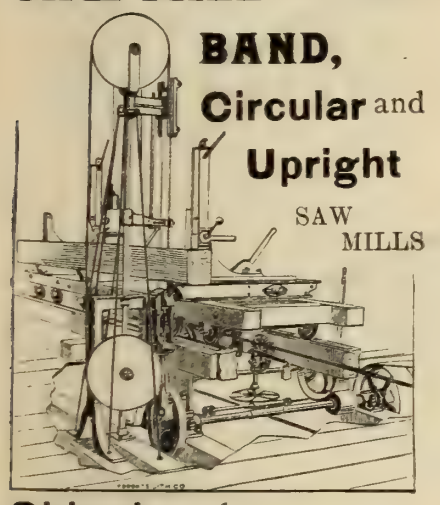
Portable Engines.

6 to 50 h. p. All descriptions of boiler work, burners, tanks, &c.



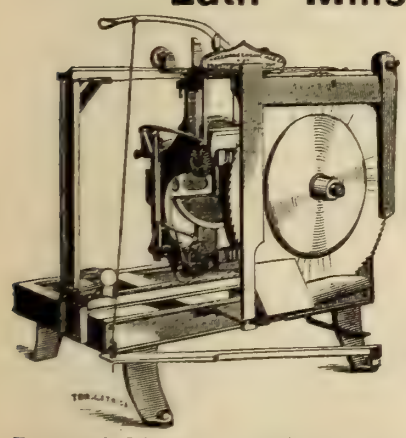
Friction Grip Pulleys.

SAW MILL Machinery

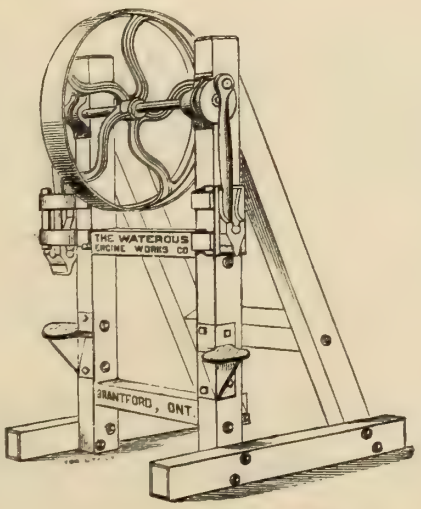


BAND, Circular and **Upright** SAW MILLS

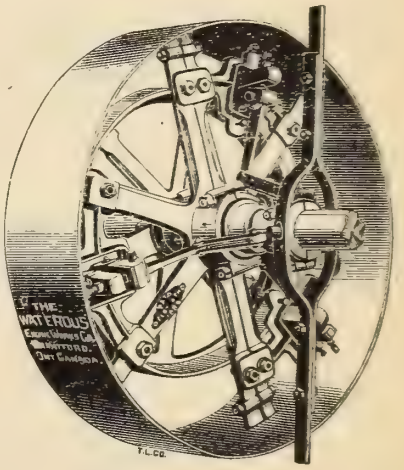
Shingle and **Lath Mills.**

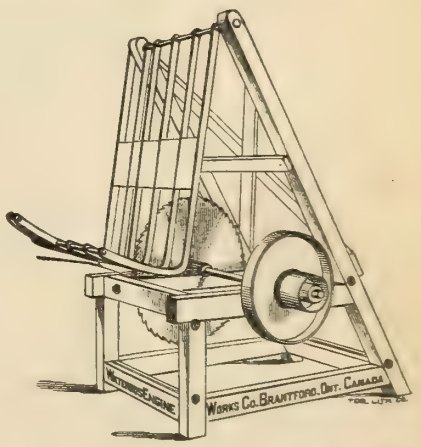


Several Sizes Combined **PLANERS.**

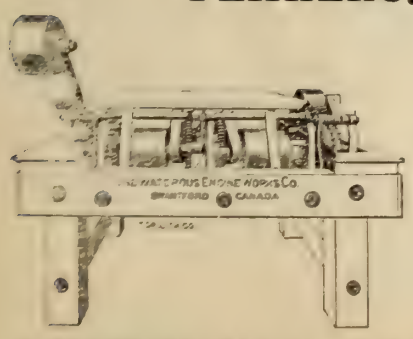


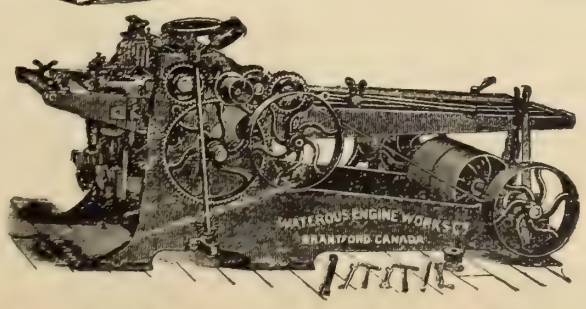
Our maxims have been "Nothing can be too well made." "Make the machinery as it should be in every part and then set the price at a fair profit considering the cost." "Never cut the price and then cheapen the production to suit the price." "That mill men and people generally can and do appreciate a good article and will generally buy it, even if first taken in with some cheap machine said to answer as well," After forty years of successful business life on the same premises, conducted on these lines, we have no reason to regret having started out with this standard before us. It has given us a reputation we are proud of, one that we cannot afford to injure ; and one that has kept us in full operation during these years, when many shops have been closed and others run short handed or on short time.





WOODYARD OUTFITS.





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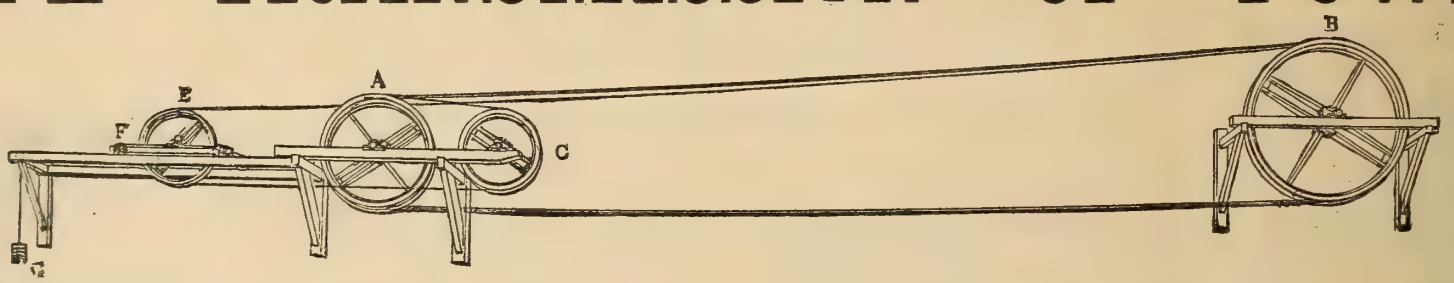

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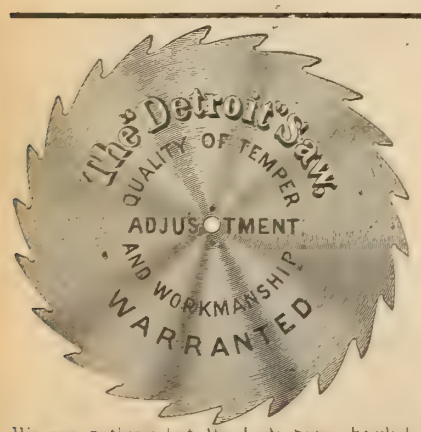

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